CHINA MAIL.

PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

VOL. XXV. No. 1983 英一千八百六十九年十月十四日 號五十月十年九十六百八千一英 HONGKONG, FRIDAY, OCTOBER 15, 1869. PRICE, $24 PER ANNUM.

AGENTS FOR THE *CHINA MAIL*:—LONDON:—*F. Algar, 11, Clement's Lane, Lombard Street*. GEORGE STREET, 30, *Cornhill*. THE LONDON PRESS OFFICE, 142, *Holborn Hill, E.C.* BATES HENDY & Co., *4 Old Jewry, E.C.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—*Gordon & Gotch, Melbourne and Sydney*.

SAN FRANCISCO and American Ports generally:—*Williams & Bixby, San Francisco*.

CHINA:—*Swatow*, DROWN & Co.; *Amoy*, *Gibb, Livingston & Co.*; *Foochow*, *Thomson & Co.*; *Shanghai*, BURKILL & KELLY; *Manila*, C. HEINZEN & Co.

Arrivals.

Yokohama, 1st Oct., Bates, Captain.

Departures.

Oct. 14, *Leboulamanie*, for Yokohama.
15, *Dupleix*, for Shanghai.
15, *Ganges*, for East Coast &c.
15, *Arracan*, for Whampoa.
15, *Mistral*, for Saigon.
15, *Alice*, for Saigon.
16, *Emperor*, for Bangkok.

Shipping Reports.

The Amer. ship *Tabor*, Captain Otis, from Yokohama, reports passed the British ship *Mary Nicholson*, from Yokohama, dismasted and abandoned, on 2nd Oct.

New Advertisements.

IT is proposed to offer, on behalf of the British Community of Hongkong, a PUBLIC DINNER to Admiral The Honor. Sir HENRY KEPPEL, K.C.B., on the occasion of his departure from China, and in recognition of his long connection with China interests, and of his gallant services on behalf of the same.

The following gentlemen have consented to form a Committee for making the necessary arrangements:—

The Honorable H. B. Gray,
The Honorable W. Keswick,
The Honorable J. B. Taylor,
The Honorable R. Rowett,
Thos. Hill, Esq.
W. Macaulay, Esq.
J. Brewick, Esq.
A. Colon, Esq.
C. Pedrosch, Esq.
W. Lemmen, Esq.

And others may be added.

Gentlemen wishing to join in the above object, will please subscribe their names to the lists which will be deposited for that purpose, at the HONGKONG CLUB, at the UNITED CLUB, and at MESSRS. FALCONER'S, or signify the same in writing to the Dinner Committee, at the HONGKONG CLUB.

As soon as the gallant Admiral's convenience is ascertained, a further announcement will be made, and the Lists will be closed.

No List will be circulated.

Hongkong, October 16, 1869. o22

FOR SWATOW, AMOY & FOOCHOW.

The steamer *KWANG TUNG*, Captain FITMAN, will leave for the above ports, on SUNDAY Next, the 17th inst., at 8 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 15, 1869. oc17

WANTED, a competent PERSON to navigate the Ava River Steamboat *Mekong*, from Canton to Saigon. For particulars, apply to WM. PUSTAU & Co.

Hongkong, October 15, 1869. nov1

FOR SALE.

Bailatte Arrivals.

BEST Hoth's ROPE, from 1 to 9 inches.
Do. do. LANYARD from 2 to 2¼ in.
Do. do. BOLTROPE from 1½ to 5 in.
Do. do. Patent SEIZINGSTUFF and RATLINESTUFF, from 6 thrd. to 24.
Best Hoth's Signal HALLIARDS and LOGLINES.
Finest French BUTTER in tins, this a lot not other Gilman's STORES.

F. ERICKEL & Co.

Hongkong, October 15, 1869. no16

FOR SALE.

A Choice Selection of Upper Murray WINES, and 50 doz. 1 lb. tins of Tasmanian JAMS assorted.

9 dozen COULAS.
10 " RIESLING.
" CONSTANTIA.
3 " MATARO.
2 " HERMITAGE.

Apply to AH YOW,
No. 4 Central Market.

Hongkong, October 12, 1869. oc19

TO TEA MERCHANTS IN CHINA.

WANTED, an engagement as TEA TASTER, by an Englishman, 39 years of age and at present residing in San Francisco. The advertiser has a *thorough knowledge of Tea* gained by *long experience* in the LONDON MARKET, and his judgment would be found of great advantage in selecting suitable parcels of Tea for the various districts of Britain. Would have no objection acting as Agent in San Francisco to a Firm wishing to establish a business in California and other American States. The highest of references as to respectability and efficiency given.

Address H. D. LONDON, care White & Bater, San Francisco.

Aug. 31, 1869. oc20

New Advertisements.

Ex "*COUNTESS RUSSELL*," &c.

BASS, in hhds., bbls. and kilderkins.
Electro Plated Flower STANDS and Table CANDLESTICKS.
Christy's HATS.
Photographic ALBUMS.
Despatch BOXES and Courier BAGS.
Boyle's FIGURES.
Blanch's Double barrelled Central Fire Breech-Loading FOWLING PIECES.
Bronze STATUETTES, with Glass to Shade.
Patent WATER CLOSETS.
Hip and Travelling BATHS.
Chubb's LOCKS and BOXES.
Waterproof OVERCOATS.
Cocoa NIGMATTING.
Waterlow Account BOOKS.
Office SUNDRIES.
Copper Deck PUMPS.
Hubbuck's white ZINC.
" white and red LEAD.
" black PAINT.
Elegant Sitting Room CHAIRS.
Gas BURNERS.
Perforated ZINC.
One 36-inch VELOCIPEDE.
Ivory and Boxwood RULERS.
Air BEDS and PILLOWS.
GUINNESS, in pints and quarts.
Oilman's STORES.
ALE, in long clear bottles.
Spencer's CARTRIDGES.
Eley's Pin fire Central Fire Cartridge CASES.

LANE, CRAWFORD & Co.

Hongkong, October 6, 1869. oc17

FOR SALE.

JUST Received, ex "*Countess Russell*,"

MEERSCHAUM PIPES, Belge, Bent, Straight and Carved.

STANDARD NOVELS, English and American.

—MORRIS & Co.,
Wellington Street.

Hongkong, October 14, 1869. oc28

MORRIS & Co. have just landed, Ex "*Countess Russell*" and offer For Sale at moderate prices:

Splendid Rosewood Cottage PIANO FORTE, 6½ Octaves.
2 Splendid Rosewood Cottage PIANO FORTES, 7 Octaves.

Wellington Street, opposite the CATHOLIC CATHEDRAL.

Hongkong, October 6, 1869. no6

NOTICE.

ROYAL INSURANCE COMPANY.

The Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will remain as follows, until further notice, viz.:—

Detached and semi-detached *Dwelling-Houses* (removed from the Town) and their Contents } 1 per cent.
Other *Dwelling-Houses* (similarly situated) and their Contents } 1 per cent.
Offices and Godowns and their Contents } 1 per cent.
Other Risks by special arrangement.

The following rates will be charged for Short Period Policies:—

Not exceeding 10 days } ½ per cent.
Not exceeding One Month } ¾ per cent.
Above One Month and not exceeding Three Months } ½ per cent.
Above Three Months and not exceeding Six Months } ¾ per cent.
Above Six Months } The full Annual Rate of 1 per cent.

ROB. S. WALKER & Co.,
Agents Royal Insurance Company.

Hongkong, September 13, 1869.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR AND LADY MACDONNELL.

Mr. W. P. FLOYD

BEGS to announce that he has Re-opened his PHOTOGRAPH GALLERY at the corner of Wyndham and Wellington Streets, where he solicits the inspection of his collection.

Life size Photographic Portraits in Water Colors or Oil.

Hongkong, August 7, 1869.

CONSULAR NOTIFICATION.

THE Undersigned, in pursuance of the instructions of His Excellency Her Britannic Majesty's Minister at Peking, on Monday, the 14th June, 1869, took over charge of British interests at the Ports of Taewanfu and Takow, and entered on his duties as Acting Consul.

WM. M. COOPER.

BRITISH CONSULATE,
Taewanfu, June 15, 1869.

New Advertisements.

THE HONGKONG DISPENSARY.
香港大藥房
Established 1841.

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
By appointment
TO THE GOVERNOR AND HOUSEHOLD.

N. B.—The Hongkong Dispensary is known to Chinese Servants as the "Hongkong ti-yuk-fong."

ESSENCE OF "*TYCHO BRAHE*" &c.

MEANTS and invalids' FOOD, viz.—Liebig's FOOD, Dr. RIDGE'S FOOD, Robinson's GROATS and Patent BARLEY.

Hassall's, Meat BISCUITS, Flower of MEAT, Meat COCOA.

Nursing Apparatus, Feeding BOTTLES, Teats and Boxes.
Bath SPONGES, Swimming BELTS.
Hair BRUSHES, Real Tortoise SHELL Dressing.
Foxtail and Pocket COMBS.

TUMBLERS and Minim Measures in cases.

Rossiter's RESTORER.
Carson's Patent Meat PRESERVERS, for family use.

A. S. WATSON & Co.,
Hongkong Dispensary.

NOTICE.

THE Undersigned are now prepared to Land and Store GOODS on the premises lately occupied by them as a Store.

THOS. HUNT & Co.

Hongkong, August 10, 1869. tf

PER MAIL.

GENTLEMEN'S Dress BOOTS, &c.
Gentlemen's Kid GLOVES, New SCARVES and TIES.
TARLATAN and other evening Dresses, Choice Flower WREATHS, &c., &c.

Duke's Cricket, Racket & Tennis BALLS.
Large Foot BALLS, Children's TOYS, HOOPS, &c., &c.
Sangster's Ladies and Gentlemen's UMBRELLAS.

MISS GARRETT,
Queen's Road, September 25, 1869.

Ex "*Diomed*" and "*Overland Mail*."

MISS ROSE has received a choice, assortment of Ladies' BONNETS and HATS, Tulle HAT and Bonnet SHAPES, Infants' white silk BONNETS and HOODS, Children's Sun HATS in all sizes.

Satin and Taffeta SASH and other RIBBONS in great variety.
BELTING in all shades.
Black and colored FICHUS.
Blonde LACES.
Muslin INSERTION and TRIMMING.
French FLOWERS, OSTRICH & FANCY FEATHERS.
Berlin WOOL WORK.
Smoking CAPS, &c.
Ladies' and Children's BOOTS & SHOES.
HENDRIE'S PERFUMERY.
&c., &c., &c.

WELLINGTON STREET,
Opposite the Catholic Chapel.

Hongkong, August 26, 1869.

NAGASAKI PATENT SLIP.

THIS SLIP is now available for docking Ships of 1,200 Tons or under, and all work connected therewith, as also in the SHIPWRIGHTS, JOINERS, BOAT-BUILDERS, SPAR-MAKERS, and general departments is under experienced European Superintendence. The SLIP has been most substantially constructed, in a perfectly land-locked and secure position, and has been pronounced by competent authority as equal to any existing works of the same kind.

Charge (for three days use of the Slip, One Dollar per ton, and all labour, material, &c., supplied on moderate terms. For further information, apply to

GLOVER & Co.,
Managers.

Nagasaki, Japan. no27, 70

SAYLE & Co.

VICTORIA EXCHANGE,
HONGKONG.

HAVE RECEIVED BY MAIL STEAMER.

A Large assortment of MILLINERY, BONNETS, and HATS, of the latest fashions.

A Choice assortment of SILK, MUSLIN, and GRENADINE, for Evening Wear.

A fine assortment of new French FLOWERS, HEAD-DRESSES and FEATHERS.

A large assortment of new TRIMMINGS and FRINGES in all colors.

Ladies' and Gentlemen's Kid GLOVES, in white and colors, all sizes.

Gentlemen's Drab Shell and Felt HATS.

Blue and Green GOSSAMERS, &c.

BRANCH ESTABLISHMENT,
No. 7 Foochow Road, Shanghai.

Hongkong, February 3, 1869.

New Advertisements.

HOLDING Diplomas from the Philadelphia Dental College, resume the practice of his profession at Hongkong. *Office and Residence*, 69, *Wyndham Street*, but patients visited at their homes if desired. All diseases of the teeth treated, and artificial work inserted on gold, silver, vulcanite and allow a continuous gum.

Hongkong, June 14, 1869.

Auctions.

PUBLIC AUCTION.
WEEKLY SALE.

GUEDES & Co. will sell by Public Auction,

TO-MORROW,

the 16th October, 1869, at their Sales Rooms, Queen's Road, at Noon,—

5 cases French Green Peas, 20 barrels Ale pint and qts., 10 boxes Tobacco, 5 cases Sweets, 100 doz. Blacking, 20 doz. Plated Spoons and Forks.

An Invoice of Rimmel's Perfumery, comprising: assorted Essences, Bouquets, Pomades, Hair Oil, Florida Water, Eau de Cologne (large bottles), Lavender Water, Dentrifice, &c., &c., &c.

300 boxes assorted scented Soaps, 12 doz. Crimean Shirts, 50 doz. Socks, 20 pieces White Flannel, 50 Railway Rugs, 30 doz. Linen Handkerchiefs, 40 doz. Cigar Cases, 5 Musical Boxes, 20 pieces Oil Cloth.

Also,

A quantity of Household FURNITURE.

Also,

(*For account of the concerned*.)

J. G. & J. B. 25 cases, Baker's Bitters, Champagne Cider, Sherry and Brandy.

All more or less damaged.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7.

Hongkong, October 15, 1869. oc16

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 20th day of October, at 12 o'clock, On Board,—

The British Barque
"*PILOT KNIGHT*,"

310 tons register, built by Messrs. HALL & SONS, Aberdeen, as she now lies in this harbour, with all her appurtenances.

For further particulars and Inventory, apply to the undersigned.

TERMS OF SALE.—One half of the purchase money to be paid on the fall of the hammer, and the balance on the transfer of the vessel, in Mexican dollars at 7.1.7.

The vessel to be at purchaser's risk upon the fall of the hammer. Expenses of transfer to be paid by the purchaser.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 8, 1869. oc20

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, at the residence of M. S. TONNOCHY, Esq., No. 15 *Wyndham Street*, on

FRIDAY,

the 22nd October, 1869, at Noon,—

The whole of the Household FURNITURE, comprising:—

Dining Table, Breakfast and Tea Sets, Crockery and Glassware, Cutlery, Plated Ware, Lamps, Gasaliers and Brackets, Tables, Chairs, Couches, Whatnots, Teapoys, Book cases, Books, Engravings, a handsome Mahogany Writing Desk, Iron Bedstead, Wardrobes, Washstand and set, Toilet Table, Carpet, Baths, Etc., Etc., Etc.

TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 14, 1869. oc22

HOUSEHOLD FURNITURE, PLATED & GLASSWARE, etc., etc.

LANE, CRAWFORD & Co. will sell by Public Auction, at No. 4, Pechili Terrace, Elgin Street, on

TUESDAY,

the 19th October, at Noon,—

The following valuable Household Furniture, etc., the property of C. E. A. SANGSTER, Esq.:—

Chairs, Sofas, Centre Tables, Card and Japanese Tables, Pier Glasses, handsome Mantel-piece Clock with shade, Curtains, Vases, Pictures, Dining Table, and Glassware, Dinner Service, Bagatelle Board, Iron and Brass Bedsteads, Child's Crib with Mattress and Pillow, Telescope on Pedestal.

A Broadwood's Cottage Grand Piano, nearly new (1868).

Ladies' Sedan Chairs, Perambulator, Etc., etc., etc.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, October 12, 1869. oc19

Auctions.

HER Majesty's Vessel *RIFLEMAN* and the Gun Boats *WEASEL* and *BUSTARD* will be sold by Auction at the Naval Yard, Hongkong, on

THURSDAY,

the 18th November, 1869.

The following are the particulars:—

"*Rifleman*," 486 *Tons*, 100 *Horse Power*.—She is three mast schooner rigged (standing wire rigging complete), has all her masts, and yards, one suit of Sails, two Anchors, Two hundred and sixty-two fathoms of Chain Cable, Davits, Stanchions, &c. The Boilers (3 in no.) are good; but the Engines require repairs.

"*Weasel*," 235 *Tons*, 60 *Horse Power*.—The Engines are in good working order.—The Boilers (3 in no.) are unfit for high pressure. She has one Anchor, Chain Cable, one Downton's Pump; but no Masts, Yards or Sails.

"*Bustard*," 234 *Tons*, 60 *Horse Power*.—The Engines are in good working order. The Boilers (3 in no.) are considerably worn but repairable. She has one Anchor, Chain Cable, Awnings, one Downton's Pump and Firehearth; but no Masts, Yards or Sails.

Further particulars can be obtained on application to the Undersigned.

ALFD. H. PRICE,
Naval Storekeeper.

NAVAL YARD,
Hongkong, August 28, 1869. no18

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Unpaid Capital of One Hundred Dollars per Share on the 20,000 New Shares of the Corporation's Stock will fall due on the dates following, viz.:—

On 1st July, 1869, $25
1st July, 1870, 25
1st Jan., 1872, 25
1st Jan., 1873, 25
$100

Shareholders electing to pay the whole or any portion of the above Calls by anticipation will receive interest at the rate of 5 per cent. per annum, payable half-yearly, until the respective dates at which the Calls shall fall due, and receipts for such payments will be issued at the Head Office and Branches.

By Order of the Court of Directors,

VICTOR KRESSER,
Chief Manager.

Hongkong, March 2, 1869.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL, FIVE MILLIONS OF DOLLARS.

COURT OF DIRECTORS.

Chairman—GEO. F. HEARD, Esq.
Deputy Chairman—JULIUS MANES, Esq.
GEORGE J. HELLAND, Esq. HON. J. B. TAYLOR, Esq. A. JOOST, Esq.
WILLIAM LEMANN, Esq. J. P. DUNCANSON, Esq.
W. H. FORBES, Esq. Honorable RICHARD S. D. SASSOON, Esq. ROWETT.

And,

E. R. BELILIOS, Esq.

Managers.

Hongkong, VICTOR KRESSER, Esq.
Chief Manager.

Shanghae, DAVID MAITLAND, Esq.

LONDON BANKERS.—*London and County Bank*.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Accounts at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

VICTOR KRESSER,
Chief Manager.

Offices of the Corporation,
No. 1, *Queen's Road East*.

Hongkong, January 1, 1869.

REMOVAL.

THE OFFICE of the Undersigned has been Removed to Queen's Road, No. 108, the premises formerly occupied by Messrs P. F. & A. O. Camajee & Co.

SANDER & Co.

Hongkong, October 11, 1869. no1

NOTICE OF REMOVAL.

THE Undersigned have removed their AUCTION SALES DEPARTMENT to the Premises lately occupied by Messrs HAY & Co., Queen's Road Central.

Goods received for Auction Sales will be fully covered by *Fire Insurance*, for which no extra charge is made.

STORAGE to be had on very moderate Terms.

LAMMERT, ATKINSON & Co.

Hongkong, July 28, 1869.

Shipping.

STEAM TO SWATOW, AMOY & FOOCHOW.

THE P. & O. S. N. Co.'s Steam-ship "*AZOF*," will leave for the above places with quick despatch.

W. MACAULAY,
Superintendent.

Hongkong, October 13, 1869.

FOR SHANGHAI.

The steamer "*SUWONA*," Capt. A. H. CLARK, will be despatched at 4 p.m. on the 16th instant.

For Freight or Passage, apply to AUGUSTINE HEARD & Co.

Hongkong, October 14, 1869. oc16

PACIFIC MAIL STEAM SHIP COMPANY.

NOTICE.

The Steam-ship "*JAPAN*," Captain J. H. FREEMAN, will sail from Hongkong for Yokohama and San Francisco, on the 19th October, at 3 p.m. precisely.

No Freight received after Noon of the 18th instant.

No Parcel Packages received after 5 p.m. same date.

Passengers are requested to be on board at 2 p.m., day of sailing.

T. A. HARRIS,
Agent.

Hongkong, October 9, 1869. oc19

FOR SINGAPORE, PENANG AND CALCUTTA.

The British steamer "*ARRATOON APCAR*," Captain GARDNER, will be despatched for the above ports, on WEDNESDAY, *the 20th instant at 2 p.m.*

Despatches will close *at 1 p.m.*

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, October 12, 1869. oc20

FOR SINGAPORE, PENANG, MAURITIUS AND LONDON.

The O. S. S. Co.'s steamer "*TYCHO BRAHE*," Capt. PEEL, expected to arrive from Shanghai on or about the 22nd instant will have immediate despatch as above.

For Freight or Passage, apply to BIRLEY & Co.

Hongkong, October 1, 1869.

FOR SAN FRANCISCO.

The American Ship "*SUMATRA*," Captain MULLER, will have despatch for the above port.

For Freight or Passage, apply to AUGUSTINE HEARD & Co.

Hongkong, October 14, 1869. tf

FOR YOKOHAMA.

The Austrian Barque "*EUGENIO*," LENAZ, Master, will have quick despatch as above.

For Freight, apply to GIBB, LIVINGSTON & Co.

Hongkong, October 14, 1869.

FOR FREIGHT OR CHARTER.

The A 1 British barque "*PETUNIA*," Captain JOHNSON, of 491 Tons Register.

Apply to CARLOWITZ & Co.

Hongkong, October 13, 1869. tf.

FOR SINGAPORE.

The British ship "*COLDINGHAME*," JAS. WHYTE, Master.

For Freight or Passage, apply to GILMAN & Co.

Hongkong, October 12, 1869. oc27

FOR MANILA.

The Spanish barque "*ENCARNACION*," GARDAONI, Master, will have quick dispatch for the above port.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, October 11, 1869.

FOR SINGAPORE & BOMBAY.

The ship "*WILLIAM STEWART*," will leave this for the above port, at an early date.

For Freight, apply to HASSANBHOY GOOLAM HOOSAIN & Co.

Hongkong, October 5, 1869. oc20

FOR NEW YORK.

The A 1 British ship "*OLIVER CROMWELL*," will load at Whampoa for the above port.

For Freight, apply to AUGUSTINE HEARD & Co.

Hongkong, September 21, 1869. tf

FOR NEW YORK.

The American ship "*GOOD HOPE*," D. R. MOORE, Master, will load at this and Whampoa for the above port at current rates, and have quick despatch.

For Freight, apply to OLYPHANT & Co.

Hongkong, September 14, 1869. tf.

Shipping.

FOR SAN FRANCISCO.
The British barque
"JEWESS,"
WATSON, Master, will have quick despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, September 27, 1869.

FOR NEW YORK.
The North German Barque
"DOCTOR PETERMANN,"
FREDERICKS, Master, having the greater portion of her cargo engaged, will load here and at Whampoa, and have immediate despatch for the above port.
For Freight, apply to
OLYPHANT & Co.
Hongkong, August 18, 1869. tf

FOR FREIGHT OR CHARTER.
The British barque
"KEDAR,"
Captain COWIE, of 532 ton Register.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, October 7, 1869.

FOR FREIGHT OR CHARTER.
The A 1 British ship
"CLYMENE,"
MORGAN, Master, of 745 tons Register.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, September 13, 1869.

FOR SALE.
The British barque
"PILOT FISH,"
310 Tons Register, built by Messrs HALL & Sons, Aberdeen.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
or CAPTAIN on board.
Hongkong, September 27, 1869.

Notices to Consignees.

"FETCHELEE," FROM LIVERPOOL.
CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
GILMAN & Co.
Hongkong, October 11, 1869. oc18

"RIVER EDEN," FROM LONDON.
CONSIGNEES of Cargo by the above-named vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding discharge of ship will be landed and stored at Consignees' risk and expense.
TURNER & Co.
Hongkong, October 7, 1869.

NOTICE.
THE following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.
Ex "Donnai," 26th July, 1869.
JG 4 1 case Effects.
Ex "Hoogly," 23rd August, 1869.
Vtes A C 1 Portmanteau.
Ex "Imperatrice," 24th September, 1869.
Leon Verou 1 case Effects.
C. BERTRAND,
Principal Agent.
Hongkong, October 6, 1869.

DUTCH BARQUE "MARIA LOUISA ANTOINETTE," FROM HAMBURG.
CONSIGNEES of Cargo by above-named vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the vessel will be landed and stored at consignees' expense.
BOURJAU, HUBENER & Co.
Hongkong, August 30, 1869.

ES 29/38 TEN CASES MERCHANDIZE,
TR Ex "Maria Elizabeth."
SHIPPED by Messrs GERLANLET & Co., and consigned to order, have been landed and stored for account and risk of the Consignees, and if not taken delivery of before 10th September, 1869, will be sold at public auction to cover freight and expenses.
MELCHERS & Co.
Hongkong, August 28, 1869. tf.

Notices of Firms.

NOTICE.
MR. S. W. POMEROY, JR., is authorised to sign our Firm by procuration on Foochow until further notice.
RUSSELL & Co.
China, October 1, 1869. oc25

NOTICE.
THE interest and responsibility of Mr RICHARD DEACON in our Firm ceased on the 30th September ultimo.
JOHN BURD & Co.
Hongkong, October 1, 1869. no1

NOTICE.
WE have authorized Mr. HORMASJEE COOVERJEE to sign our Firm from this day in China.
CAWASJEE PALLANJEE & Co.
Hongkong, September 22, 1869. oc22

NOTICE.
THE interest and responsibility of the late Mr HENRY DAVID MARGESSON in our Firm ceased on the 30th June last; and Mr MORTIMER EVELYN MURRAY was admitted a partner therein on 1st July.
MARGESSON & Co.
Hongkong, August 2, 1869.

NOTICE.
WE have authorized Mr CLAUS BUHNE to sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.
THE Business of KINNEAR & Co., Foochow, will be carried on from and after this date under the style and firm of
KINNEAR, LARKEN & Co.
the partners therein being, Mr WILLIAM BALFOUR KINNEAR and Mr THOMAS LARKEN, Ex Larken.
WILLIAM BALFOUR KINNEAR.
Foochow, May 1, 1869.

Notices of Firms.

NOTICE.
MR. FRITZ RAPP, has been duly authorised to sign our Firm per Procuration from this date.
F. BLACKHEAD & Co.
Hongkong, June 15, 1869.

NOTICE.
I HAVE this day established myself as a PUBLIC ACCOUNTANT, AVERAGE ADJUSTER and GENERAL COMMISSION AGENT.
C. LINGDON DAVIES.
Hongkong, July 1, 1868.

For Sale.

EX S. S. "DIOMED,"
FURNITURE DAMASK, GIMP and LOOPS, Embroidered CLOTH, Velvet PILE, Printed and other TABLE COVERS, Table CLOTHS and NAPKINS, all sizes, SHEETINGS, Navy Blue Broad CLOTH, Silk UMBRELLAS, Blue and Black Glace SILKS, Book MUSLINS, Wool WORK, Lace GOODS, Dressing CASES and BAGS, BALL CARDS and PENCILS, Rose WATER CRACKERS, &c., &c.
S. W. BAKER & Co.
Hongkong, September 9, 1869.

FOR SALE,
Just received, ex Mail Steamer.
BILLIARD CLOTHS of the best quality.
STAG HOTEL.
Hongkong, August 13, 1869. tf

JUST RECEIVED PER MISTY.
DIRECT FROM FRANCE.
FRENCH BUTTER, in Bottles 1 lb. each, $12 per dozen.
GRUYERE CHEESE, in good order, 50 cents per lb.
MACARONI, in cases 5 lbs. each, $2 per case.
VERMICELLI, Do. Do.
ITALIAN PASTE, for Soups, 8 lbs. nett per case, $3.
SALAD OIL, 1 dozen case, $5.
FRENCH VINEGAR, Quart Bottles, in cases of 1 dozen, $4.50.
G. DUBOST & Co.
Hongkong, September 27, 1869. 27oc

FOR SALE.
FIFTY cases Genuine "Duc de Montebello" CHAMPAGNE of first quality, just landed.
AUGUSTINE HEARD & Co.
Hongkong, September 24, 1869. oc24

FOR SALE.
Ex Chetah, British Empire, Invincible And Others.
AT MODERATE PRICES.
NEW INVOICES OF CHAMPAGNES, etc., etc., etc.
HEIDSIECK & Co.'s Dry MONOPOLE, in quarts and pints, first class Dry Wine.
Perrier, Jouet & Co.'s Pale CREAMING, in quarts and pints, first class Dry Wine.
De St. Marceaux & Co.'s CARTE BLANCHE SEC, in quarts and pints, first class Dry Wine.
Ruinart Père & Fils Carte BLANCHE, in quarts and pints.
EUGENE CLIQUOT, in quarts, pints and half-pints.
VIN D'AY MOUSSEUX, in quarts and pints.
ADOLPH COLLINS, in pints.
White & Co.'s Pale Dry SHERRY, white seal.
Duff Gordon's Pale Dry SHERRY, white seal (very dry).
Duff Gordon's Pale Dry SHERRY, yellow seal.
Duff Gordon's Pale Dry SHERRY, red seal.
Bass & Co., in wood and bottle.
BARCLAY PERKINS & Co., in hogsheads.
Guiness' extra DUBLIN STOUT, by E. & T. Burke, in quarts and pints.
GINGER BRANDY, GINGER WINE, ORANGE BITTERS.
Kinahan's L L WHISKEY, in glass.
Old Scotch Islay WHISKEY, in glass.
Hennessy BRANDY.
Swaine & Boord's OLD TOM.
TRUFFLES, in ½ and ¼ tins.
TRUFFLED PATES, in ½ and ¼ tins.
Patent GELATINE. LOAF SUGAR.
Teyssonneaux FRUITS, in Juice and Brandy.
Teyssonneaux JAMS and JELLIES.
Crosse & Blackwell's OILMAN STORES, comprising every requisite for Families and Messes.
Compton's HAMS, CHEESE, and Breakfast BACON, in tins.
Preserved MEATS, in 1lb. 2lb. 4lb. 6lb. tins.
SOUPS, FISH, GAME and VEGETABLES, of every description.
Yellow Split PEAS, Regulation LIME JUICE, BLACKLEAD, PLUMBAGO, PUMICE-STONE, etc. etc.
LAMMERT, ATKINSON & Co.
Hongkong, August 30, 1869. tf.

FOR SALE
Ex "Samuel Russell."
DORDEN'S Condensed MILK (Fresh).
Ex "Chingan."
Scotch SALMON, Finnon HADDOCKS and LOBSTERS, in 1 lb. Tins. Also a choice variety of SOUPS in 1 lb. Tins.
Apply to
J. F. ROSE,
Wellington Street.
Hongkong, August 24, 1869.

EX MAIL STEAMER.
FRENCH KID GLOVES, Colored and White.
S. W. BAKER & Co.
Hongkong, September 24, 1869.

FOR SALE
600 Barrels Best Portland CEMENT.
Apply to
FREDERIC DEGENAER.
Hongkong, September 25, 1869. oc23

FOR SALE, at the VICTORIA FOUNDRY, Spring Gardens:—
25 tons of ⅛ SHEET IRON, 6 by 2 to 8 by 4.
15 " ⅛ " "
15 " ⅛ " "
25 " ⅛ Staffordshire SCRAP.
20 " 1 to 4 LOCOMOBILE, of sizes.
BAR IRON, from ¼ to 6 inches round.
FLAT IRON, of all sizes.
3,000 Boiler TUBES, from 2 to 3½ of lengths.
1 Patent Fan Blast ENGINE, and FAN on same foundation to melt 3 tons per hour. Cost Price, $600 dollars.
Hongkong, September 8, 1869. no18

For Sale.

FOR SALE
FRESH Californian HAY and OATS.
RUSSELL & Co.
Hongkong, August 21, 1869. tf.

FOR SALE,
(Unless previously disposed of by Private Contract)
(Subject to the Conditions contained in the Mortgage Deed)
ALL those valuable Premises situate in Hongkong, fronting on Queen's Road in the South, and facing on the Praya on the North, formerly occupied by Messrs. Smith, Kennedy & Co., and now in the occupation of Messrs. E. Schellhass & Co. The Premises are built on Marine Lots Nos. 101, and are held under Lease from the Crown for 999 years, subject to a Crown rent of £200 per annum. The Premises are spacious and airy, and the ground comprises an area of 14,400 square feet.
Those valuable Premises adjoining the above on its Western boundary, formerly in the occupation of the Asiatic Bank, and built on Inland Lot No. 514. These Premises are likewise held under a Crown Lease for 999 years, subject to a Crown rent of £24 10s per annum, and the Lot contains an area of 6,750 square feet.
The above valuable Property will be sold by Public Auction in Hongkong on some early day (of which due notice will be given), unless previously disposed of by private contract.
For further particulars, apply to
Messrs. SMITH, ARCHER & Co.,
or,
HENRY C. CALDWELL, Esq.,
Solicitor.
Hongkong, 3rd August, 1869. tf

Houses and Lands.

TO LET.
VERY commodious Premises in Queen's Road Central, including a most convenient suite of rooms on ground, first, or second Story, with godowns. Terms very moderate.
Address "X. Y." care of China Mail Office.
Hongkong, October 12, 1869. oc26

TO LET.
From the 1st December next.
THE Eligible Residence situated above Bonham Road, recently in the occupation of H. BUSMAN, Esq.
For Particulars, apply to
ROB. S. WALKER & Co.
Hongkong, October 9, 1869.

FURNISHED HOUSE TO LET.
NO. 1 Pechili Terrace, ELGIN STREET, neatly furnished with good English-made FURNITURE, with possession from 1st November.
Apply to
LANE, CRAWFORD & Co.
Hongkong, October 1, 1869. tf

TO LET.
TWO Large GODOWNS at Wanchai, at moderate Rent. For particulars apply to
P. & A. C. CAMAJEE & Co.
No. 7, corner of Hollywood & Cochrane St.
Hongkong, October 1, 1869. no1

TO LET.
With Immediate Possession.
NO. 4 Pechili Terrace, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, September 29, 1869. tf.

TO LET.
With Immediate Possession.
A BUNGALOW at Pokefolum.
Apply to
LANE, CRAWFORD & Co.
Hongkong, September 1, 1869.

TO LET.
HOUSES in Mosque Terrace (Caine Road), newly painted and in thorough repair. Water laid on.
Apply to
JOHN GERRARD.
Hongkong, July 3, 1869. tf.

FOR SALE OR TO LET.
THAT desirable Residence No. 17 Caine Road, consisting of DWELLING HOUSE, with Out houses and Stabling for 4 Horses attached, lately occupied by the Honble. W. H. RENNIE.
The House has been recently redecorated and is in thorough repair.
Apply to
JOHN GERRARD.
Hongkong, August 10, 1869. tf

TO LET.
With Immediate Possession,
TWO Commodious Two-Storied Granite GODOWNS, at Wanchai, (adjoining the Union Dock Company's Timber Yard) on which property, also, STORAGE can be had at moderate terms.
For particulars, apply to
LANDSTEIN & Co.
Hongkong, April 26, 1869.

TO LET.
With Immediate Possession.
THE Upper and Lower part of the HOUSE on PEDDER'S WHARF, lately occupied by
THOS. HUNT & Co.
Hongkong, July 16, 1869.

TO BE LET.
WITH Possession from the 1st October next, the HOUSE AND OFFICE No. 9, Gough Street, at present occupied by Messrs KIRCHNER BOGER & Co.
Apply to
GIBB, LIVINGSTON & Co.
Hongkong, June 30, 1869. tf.

TO LET.
THE HOUSE No. 6, West Terrace, Caine Road, newly painted and coloured throughout.
Apply to
THOS. W. BARRINGTON,
53, Wyndham St.
Hongkong, June 19, 1869.

CLUB CHAMBERS, D'AGUILAR STREET.
A FEW Sets of these desirable CHAMBERS are now vacant, and can be had on reasonable terms. Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, February 5, 1869.

TO LET.
ONE FLOOR of a house in Queen's Road, well situated.
ROB. S. WALKER & Co.
Hongkong, March 23, 1869.

Houses and Lands.

TO LET.
(With Immediate possession.)
SEVERAL STORE New GODOWNS, very conveniently situated on Marine Lot No. 83, between Messrs JOHN BURD & Co.'s premises and Messrs GIBB, LIVINGSTON & Co.'s Wharf.
For Particulars, apply to
A. McLEOD,
At Messrs Gibb, Livingston & Co.'s
Hongkong, April 26, 1869. tf

TO LET.
WITH immediate possession, the Godown and Offices, No. 4, Gough Street, lately occupied by Messrs A. WILKINSON & Co.
Apply to
GIBB, LIVINGSTON & Co.
Hongkong, October 14, 1868.

LIGHTERAGE AND STORAGE.
THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Hoats, and to receive the same on STORAGE in First-class Granite godowns, on Moderate Terms.
ROB. S. WALKER & Co.
Hongkong, March 4, 1866.

TO LET.
THE very conveniently situated HOUSE, No. 1, in Caine Road, commanding a splendid view of the Harbour. It contains eight Rooms, Stabling for two Ponies, and the necessary Out-houses. Gas and Water are laid on all over the house.
For Particulars, apply to
WM. PUSTAU & Co.
Hongkong, July 2, 1869. tf

TWO HOUSES TO BE LET
RECENTLY put in thorough Repair, situated on the RISE OF THE HILL, Westward, and an easy distance from the Queen's Road. Apply to
MR. BARRINGTON.
Wyndham Street.
Hongkong, May 13, 1868.

New Advertisements.

HONGKONG GENERAL CHAMBER OF COMMERCE.
THE Market Circulars, prepared by the CHAMBER, will in future be issued late on the afternoon of the day preceding the departures of the fortnightly P. & O. Mail Steamers. Subscribers are requested to send for their copies between the hours of 4 P.M. and midnight.
J. W. WOOD,
Secretary.
Club Chambers,
Hongkong, July 20, 1869.

LATEST SHIPPING.

ARRIVALS.
Oct. 15, Dr. Peterman, North G. barque, 712, Friedericks, Whampoa, Oct. 13, General.—OLYPHANT & Co.
Oct. 15, Marie Gabrielle, French barque, 314, Beaulieu, Saigon, Sept. 30, General.—Order.
Oct. 15, Magdalena, N. G. barque, 480, Baysin, Hiogo, Oct. 4, Ballast.—SIEMSSEN & Co.
Oct. 15, Kelso, British barque, 536, M. Vowell, Shanghai, Oct. 7, Ballast.—JARDINE, MATHESON & Co.

CLEARED.
Ocean, for Rangoon.
Herman, for Bangkok.
St. Helena, for Bangkok.
Woodbine, for Saigon.

SHIPPING REPORTS.
The North German barque Magdalena, Capt. Baysin, from Hiogo, reports on the 5th instant had strong gales from S.E. round to N.W. with heavy sea, which lasted for six hours, and in which she lost some sails.

POST-OFFICE NOTIFICATIONS.
MAILS WILL CLOSE:—
For SINGAPORE, PENANG AND CALCUTTA.—
Per GLENARTNEY, on Wednesday, the 20th Instant, at 1 P.M.
For SINGAPORE, PENANG AND CALCUTTA.—
Per ARRATOON APCAR, on Wednesday, the 20th instant, at 1.30 P.M.
For SHANGHAI.—
Per SUWONADA, on Saturday, the 16th Instant, at 3.30 P.M.
For SWATOW, AMOY & FOOCHOW.—
Per KWANG TUNG, on Sunday, the 17th inst., at 7.30 A.M.

1. It is hereby notified for general information that, the Contract between the Government of Mauritius and the Union Steam-ship Company, for the Conveyance of Mails once a Month between Ceylon and Mauritius, and between Mauritius and Natal, having terminated, the correspondence for Mauritius will be forwarded from this Office in the Mail for Aden, from whence it will be sent to its destination by the French Mail Packets leaving Aden for Reunion and Mauritius on the 23rd of each Month.
2. No alteration has been made in the rates of Postage on correspondence addressed to Mauritius.
3. As the communication with Natal and the Cape of Good Hope is thus cut off, the correspondence for those Colonies, unless marked to be forwarded by Private Ship, will, in future, be sent in the Mails for London at the following rates of Postage, which must be paid in advance, viz:—
Upon Letters sent by way of Southampton, ... 48 cents each ½ oz.
When sent by way of Marseilles, ... 84 " " "
Newspaper via Southampton, ... 4 " "
Newspapers via Marseilles, ... 6 " "
Book Packets via Southampton, ... 10 " under 4 oz., 20 cents, above 4 oz. and not exceeding 8 oz.; and 20 cents for every additional 8 oz.
Book Packets via Marseilles, 14 cents under 4 oz.; 28 cents above for and not exceeding 8 oz.; and 28 cents for every additional 8 ounces.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong,
9th September, 1869.

POST OFFICE NOTIFICATON.
IT is hereby notified for general information that henceforward the Postage chargeable on Book and Packets of Patterns addressed to the United States of America transmitted via the United Kingdom will be as follows, viz:—

Via SOUTHAMPTON.	
Under 4 ounce,	12 cents.
Above 4 ounce and not exceeding 8 ounce,	24 "
Above 8 ounce and not exceeding 12 ounce,	36 "
Above 12 ounce and not exceeding 16 ounces,	48 "
For every additional 4 oz.,	12 "
Via MARSEILLES.	
Under 4 ounce,	16 cents.
Above 4 ounce and not exceeding 8 ounce,	32 "
Above 8 ounce and not exceeding 12 ounce,	48 "
Above 12 ounce and not exceeding 16 ounce,	64 "
For every additional 4 oz.,	16 "

Prepayment of the Postage is compulsory in each case.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, June 18, 1868.

IT is hereby notified that, under the provisions of a Treasury Warrant dated the 7th May, the Postage on a Letter not exceeding half-an-ounce in weight posted in Hongkong or at any of the Ports in China and Japan addressed to Egypt, or posted in Egypt addressed to Hongkong or any of the Ports in China and Japan, and conveyed in the Mails by British Packet, is reduced from Twenty-four Cents to Twelve Cents.
For Letters exceeding half-an-ounce in weight a further rate of Twelve Cents for each half ounce is chargeable.
Prepayment of the Postage is compulsory.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, July 15, 1868.

It is hereby notified, by order of His Excellency Sir Richard Graves MacDonnell, that henceforward, the rates of Postage chargeable on Packets of Printed Papers or Patterns of light weight sent from Hongkong to the United Kingdom when forwarded via Southampton, will be as follows:
For a Packet not exceeding one ounce in weight, ... 2 cents.
For a Packet above one and not exceeding two ounces, ... 4 cents.
and of double these rates when forwarded via Marseilles.
Packets of greater weight than two ounces will remain subject to the same rates as are now chargeable, viz.:
8 cents for every four ounces when forwarded via Southampton, and
12 cents for every four ounces when forwarded via Marseilles.
This alteration will apply to Printed Circulars, Price Lists, Market Reports and all printed papers other than Newspapers, as well as to Books and Trade patterns or samples.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th August, 1869.

It is hereby notified for general information that under the Provisions of a Treasury Warrant, which will come into operation on the 1st October next, correspondence addressed to Constantinople will be forwarded at the following reduced Rates of Postage, which must be paid in advance, viz.:—
For LETTERS:
20 cents each half-an-ounce weight.
For NEWSPAPERS, PACKETS OF PATTERNS, AND BOOKS:
2 cents each two ounces up to half-pound, and 8 cents for every additional half-pound.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 23rd September, 1869.

UNDER DESPATCH.
For Singapore, Penang and Calcutta.—Per Glenartney, on Wednesday, the 20th instant, at 2 p.m.
For Singapore, Penang and Calcutta.—For Arratoon Apcar, on Wednesday, the 20th instant, at 2 p.m.
For Shanghai.—Per Suwonada, on Saturday, the 16th instant, at 4 p.m.
For Swatow, Amoy and Foochow.—Per Kwang Tung, on Sunday, the 17th inst. at 8 a.m.

QUOTATIONS

HONGKONG, 15th October 1869.

OPIUM.—Patna,	New, ...	$546¼
	Old, ...	515 a 520
Benares,	New,	522½ a 525
	Old, ...	
Malwa,	...	665
Persian,	... ...	565, nom.
COTTON.—BOMBAY,	...	19 a 23½
CALCUTTA,	...	18 a 22½

Exchange.

Bank, 6 months' sight, ...	4/6 a 6/½
Credits, 6 " ...	4/6½
On Calcutta, 3 days' sight, Rs.	226½
" Bombay, 3 days' sight, Rs.	226½
" Shanghae, 3 days' sight, Bank, Tls.	226½
Bar Silver, 17 dwt./8, ...	7, nom.
Sycee, ...	4¼ a 5¼
Mexicans, ...	
Gold Leaf, 22 touch, ...	23.15
Gold Bar, 22 touch, ...	22.75 a 23.
English Sovereigns, ...	4.51
Australian Sovereigns, ...	4.49
Discount, ...	8 a 10
Gas Company Shares, ...	
H. & W. pon Dock, Old, ...	15 p. c. disc.
H. & S. Bank Shares, Old, ...	25 prem.
Do. do. New, ...	14½ p. c. pre.
Union Dock	50 p. c. dis.

Temperature.

HONGKONG, 15th October 1869.
(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

THERMOMETER—9 A.M.,	Dry,	82
Do.	Wet,	77
Do. 4 P.M.,	Dry,	80
Do.	Wet,	76
Self-registered Maximum,		83
Do. Min. over night,		78
BAROMETER,—9 A.M.,		30.070
Do. 4 P.M.,		30.009

NOTICE.—It is particularly requested that all communications relating to the general business of this paper be addressed to the Proprietor and in no case to individuals by name. Much delay and inconvenience in the transaction of business will thereby be avoided.

TO CORRESPONDENTS.
Our columns are open to all who wish to address the public on legitimate grounds, but we do not hold ourselves responsible for the opinions of our correspondents.
All communications addressed to this paper must be accompanied by the name of the sender, not necessarily for publication, but as a guarantee of good faith.

BIRTH.
On Thursday, the 14th October, at the "Royal Hotel," Macao, Mrs J. R. Ware, of a Son.

THE CHINA MAIL.

HONGKONG, FRIDAY, OCT. 15, 1869.

ARMOUR-PLATED SHIPS.

THE construction of our ships of war is becoming so interesting a question in home circles, and is so freely discussed in British journals, that even in the more distant dependencies of the British Crown a sort of languid interest is felt in its solution. Those residing in a Colony like Hongkong are more interested in the matter than might at first sight appear. The abolition of wooden and the substitution of armour-plated vessels must materially affect the number of ships and men detailed for foreign service, and alter the conditions of their effectiveness for offence or defence. When we recently noted the departure of the *Rodney* we observed that she was probably the last wooden ship of war of large size which would be seen in these seas under the British flag. If that supposition prove true, it involves a good deal more than the mere change in the construction of the hulls of the iron platers which replace the larger wooden vessels at present in commission in these seas. Additional dock accommodation, greater facilities for manipulating large masses of metal, the greater consumption of some, and the lesser of other, sorts of stores, and increased consumption of coal and the adjuncts of steam machinery must, in a small degree perhaps, but very perceptibly, follow as the conditions under which the fleets of the future in any part of the world must be maintained if the ideas now existing as to naval architecture are to be carried out. There seems however to be a sort of reaction setting in at home which may result in the commissioning of ironclads for distant stations being for a time abandoned. This reaction is manifested by the utterance of two ideas which pervade almost every article which has appeared in the home papers upon the subject—one that, no matter how massive the armour constructed may be, guns can be made whose projectiles will penetrate it; and the second that, after a certain limit is passed, an armour-plated vessel becomes, like the armoured knights of old, too unwieldly to handle effectively from the very precautions taken to ensure her impenetrability. This latter consideration of course imposes a limit upon armour-plating insufficient to meet even the powers of existing artillery, and the natural deduction therefore is that in that case not only is armour-plating useless to check shot but is absolutely an increased source of danger from the terrific splintering effect which follows on its being penetrated. Hence a new school of writers and practical men is arising who declare that we shall shortly see a return to unarmoured ships, constructed probably of thin iron plate so as to lessen as much as possible the danger from splintering, and that meanwhile our now despised "wooden walls" will be recommissioned for foreign service, while the amended navy is in course of construction.

We have thus briefly summarised the chief articles which have appeared upon the matter, as having a slight interest for local readers. But they have naturally a very extended interest to all British subjects, as upon the decision arrived at will in a great measure depend our maritime position, should we be so unfortunate as to become involved in war with a first class power. Even in Hongkong we cannot be indifferent to the result of such an event, and a little interest in the argument now going on is but natural. No one can of course undertake to predict what changes may take place, what new discoveries may be made, before Great Britain is again compelled to have recourse to arms, but our own opinion inclines to the belief that we shall, finally, abandon large craft altogether and trust to vessels carrying from one to six guns, constructed so as to rely rather upon speed and lightness than a questionable impenetrability. Monitors were successful because they were a step in advance of artillery as it existed at the time; but the latter has now regained its lost ground and has even surpassed its rival, armour. The "battle of the giants" may possibly be decided in actual fight—from which we may hope we shall be absent on "pressing business"—but if so, it will commence a new era in defensive warfare. It is noteworthy that while the defenders of armour plating are giving way, artillerists as yet show no signs of admitting that they have arrived at the practicable end of their tether, Krupp's gun notwithstanding.

A CORRESPONDENT of our morning contemporary recently attempted to support the assertion made by that journal as to the number of qualified sinologues who might be obtained to fill the office of interpreters in this Colony, and in so doing has conclusively proved the truth of the statement we made in contradiction. We expressed our opinion that no such men were to be got, and the correspondent in question gives the names of three gentlemen, one of whom resigned from the Colonial service *on account of the prospect held out not being sufficiently good*; the second employed in missionary work, and therefore expressly exempted from our remark; and the third in a position which makes it not only very unlikely but absolutely certain that he would not consent to accept the post of interpreter in this Colony. We should not have otherwise alluded to individuals, but considering that two out of the three are enjoying salaries of higher amount than the head of the Registrar General's department (as such) can ever aspire to, should be noted as proving our assertion that, under present condition of salary and promotion, qualified men cannot be obtained unless entered at home and specially trained out here under bond not to leave the service till a considerable period of time has expired. A CHINAMAN, to prove his case, had better furnish some of the additional names which "in a little time he could point out." We assert that every competent scholar is so well employed that it would not be worth his while to exchange into the Colonial service as an interpreter, or what comes to the same thing, is employed in labours which do not leave him at liberty to accept an appointment which would be inconsistent with the object of his residence in China. To name a Commissioner, or Interpreter of Customs, or a lay missionary, is a curious way of meeting our assertion.

LOCAL.

INQUESTS.

Two Coroner's Inquests were held yesterday—one upon the body of a child of seven years of age, who was drowned by accident in the harbor the other day; and the other upon the body of a quarryman, who met his death while quarrying at the Gap. The Jury (after sifting an accusation against a policeman in the first case) brought in a verdict of accidental death, without imputing blame to any one. In the second case, a similar verdict was returned, but a special finding was added regarding precautions which ought to have been taken in the quarrying operations.

THERE seems to be some apprehension as to what mail was lost in the *Carnatic*, some fancying it to be the Straits and China mail. This is not the case, the *Carnatic* carrying the outward Bombay mail of 28th Sept., and therefore taking but few despatches for China. A passenger by the *Tigre* informed us that the *Carnatic* and that vessel left almost in company, and that towards evening the former altered her course, which led to its being remarked on board the *Tigre* that the *Carnatic* was trying to make a shorter passage. When daylight broke her smoke (as supposed) was just visible on the horizon, but no more was seen of the vessel. And the *Tigre* passengers only learned of her loss on arrival at Galle.

A CANTON correspondent writes, under date Oct. 11:—In fulfilment of a promise which I made to you, when I last did myself the pleasure of forwarding to you a communication from this port, I now venture to furnish you with an account of another festival which has been observed by myriads of Celestials, residing in this city and the adjacent villages.

The 24th day of the last Chinese month was, it appears, the anniversary of Chaong-On-Kee from earth to Elysium. A brief history of this worthy may not prove uninteresting to foreigners, who, in pursuit of recreation, are in the habit of visiting the White Cloud Mountains. It seems that this character, who was a Minister of State, during the reign of Chi Kwangti, about 200 years B. C., was despatched by his royal master on a mission to Cantou, for the purpose of plucking from the summit of the White Cloud Mountains a few handfulls of a herb or grass which was supposed to have the property of imparting immortality to man. Chaeng On Kee, on reaching the mountains in question, is said to have found this grass growing in great abundance, and wishing to partake in the first instance of so precious a plant, he hesitated not to do so. No sooner however had he gratified his curiosity in this respect than all the grass disappeared from the mountains,—none, of course, remaining for his royal master. His despair was, in consequence, very great, and fearing decapitation at the hands of the Emperor, he resolved, by way of concealment to assume the garb of a hermit, and to spend his days amidst the wilds and solitudes of the mountains. Wearying at last of life, he decided to commit suicide, and, for such a purpose, precipitated himself from the top of a rock. When in mid air, a large stork, which was passing, is said to have seized him by the top-knot, and to have borne him to Elysium. In honor of this event, the Cantonese erected a temple on the rock in question, and on the 27th day of the 7th month of each succeeding year, thousands of people resort to this fane to ask the blessing of immortality at the hands of one, whom they now and for centuries past have been accustomed to regard as a life giving spirit. In order, too, that they may be at hand to worship this deity at the seasonable hour of midnight, thousands of votaries of all classes are necessitated to pass the whole night on the mountain. At the last celebration of this festival, there were no less than 6000 persons who were so situated, and when the day dawned it appeared as if a large fair were being held on the top of the mountain. There were rows of cook-shops, opium-divans, gambling saloons and fruit-stalls. Fortune-tellers and thimble riggers were also there in large numbers. Many female beggars met one at almost every step, clamouring most urgently for a few cash. One of the most striking features which I observed was that all the votaries were attired in the garbs of poor men. Several of the scions of the leading families of this city were present, and, though perfectly acquainted with them, it was with difficulty that I recognized them on this occasion, as they wore the dresses of coolies. I presume that such dresses are, on occasions of this nature, worn by the gentry and, indeed, by votaries of all classes, as a mark of humility on their part, and as a sense of their unworthiness to receive at the hands of the idol the blessings which they seek. The temple was gaily decorated, and the priests who were present failed not to reap a rich harvest by selling to the deluded votaries paper charms, folded up in the form of triangles and upon each of which was impressed the name of the God. There was much feasting and drinking, and although the Chinese are, as a rule, a most abstemious race, yet there were those present who were undeniably under the influence of samshoo. I cannot conclude this account of Chinese festivals, without saying that it is a great pity that H. R. H. the Duke of Edinburgh is not at present on a visit to Canton, as the city in question is now, in various parts, nightly illuminated in honour of the God of Fire; and, as economy is the order of the day, these illuminations might serve the double purpose of paying honour to the sailor Prince and the deity of fire. Of all the streets of this city, in which the greatest display of light is made, is Ta-Tung-Kai. This, however, is not surprising, as the street to which I allude is inhabited by the leading silk-merchants of Canton. The illuminations to which I refer are also attended with exhibitions of well dressed puppets, which are supposed to represent portions of the ancient history of this country. At intervals, along each thoroughfare, there are bamboo towers, some of them probably 120 feet in height, and each of which presents a most fairy-like appearance, being well illuminated and gaily decorated. In the lower apartment of each tower are seated minstrels and vocalists, who use their best endeavors to edify the masses.

TO-DAY'S POLICE.

Mr May on the Bench.

A row of nearly a dozen Chinese shopkeepers were present in answer to a summons at the instance of Inspector Grimes; and of these were Atick, Achip, Aping and Alow, shopkeepers at Nos. 1, 3, 5 and 7, Wellington Street, whose summonses described that they had been obstructing a thoroughfare and causing a nuisance. Regarding these, the Inspector stated that in the lane at the side of the *China Mail* Office, piles of timber and other rubbish were constantly obstructing the thoroughfare, while the defendants were almost continually conducting their occupations both in this thoroughfare and in the front of their shops facing Wellington Street. Complaints had frequently been made.—Mr Saint deposed that frequently the noise from the thoroughfare was most annoying—carpenters hammering for hours together, others breaking firewood, drying fish, and otherwise making the neighborhood very unendurable. The particular cause of complaint in this instance was two or three hours' continuous hammering in the alley the other day.—Mr May said that it was only in reference to things which the law said they were not to do that the defendants could be affected. A man was at liberty to do nearly anything such as that mentioned in his own house, so long as he did not take it out into the thoroughfare; and in this Mr Saint perfectly concurred. His Worship then addressed the defendants, telling them that they could not carry on any business or occupation in the thoroughfares. They were here in a foreign place, and they would have to render obedience to the foreign laws which were in force, and so behave as to live in conformity with all foreign regulations. Now the door-sill divided their own property from the property of the public, and to step one inch outside of that, would be a departure from those regulations, and an offence against the law. They almost invariably did everything outside their doors: they washed their faces in the public street; they washed their feet and sharpened their tools in the public thoroughfare; and they always did anything dirty in the public street; so that every six months there arose a necessity for issuing a batch of summonses; and as small fines only were imposed, they thought that for a small sum every six months they made a profit out of the public street. An end would have to be put to this, and by law he had the power, if necessary, of fining them $100; and more than that, if it appeared to be necessary, he would do it; as the law was made as much to guide him as it was to guide them. If they did not obey, he would have to turn the sharp edge of the law against them. Hitherto the Magistrates had shown too much kindness and consideration towards them, but small fines did not appear to effect the desired purpose. He would try another way this time, and let the cases stand over until to-morrow week. Inspector Grimes would keep a good look-out upon them, and if they did not improve matters as required, a very heavy fine would be imposed; if, on the other hand, things were found all right during and at the expiry of that time, and they carried out the requirements of the law, then a nomical fine would be imposed. So that, in point of fact, if they neglected this matter, they would simply be fining themselves. If the defendants were sensible fellows, there would be nothing more heard of this matter.—Mr Atick failed to appear.

W. Greenwood, a drunken seaman, was dangerously violent in his "burst" of yesterday. P. C. Salisbury observed him, while walking along near Pedder's Wharf at one o'clock this morning, strike a blow on a dog which was lying in a door-way; the dog howled, and little wonder, for he had been struck with a slung-shot. On being challenged by the constable, Greenwood made at a blow at the P. C. with the slung-shot, which the constable dodged or warded off. Then the policeman closed, and a "rough-and-tumble" was the result; Greenwood was secured after assistance arrived and damage was done to the P. C. uniform to the extent of $4.—Defendant said he was drunk, and he could not remember how he came in possession of the slung-shot.—Mr May imposed a fine of 40/, and ordered the payment of $4 amends, in default five weeks' imprisonment.

P. C. 248 (Jooma Khan) charged a Chinese boy, formerly in his employ, with the embezzlement of 50 cents and with the unlawful detention of a bed-quilt. It was found that the servant was in receipt of only $1 per month as wages, and the constable said that the boy had only brought half-a-dollar's worth of rice for one dollar paid to him. A bed-quilt was also alleged to have been appropriated by this over-paid garçon, which was denied by the boy. As the boy also alleged that his salary for 1 month and 20 days was due to him, Mr May discharged him.

Wm. M'Farlan, unemployed engineer, was brought up for the fourth or fifth time on a charge of drunkenness and refusal to pay chair-hire, and was fined in the sum of $1.

Ng Awan appeared as complainant against the masters of two pawnbrokers' shops—the Cheung Kut at Wanchi, and the Chai Loong at Queen's Road East—inasmuch as he had found a portion of his clothing therein. Mr H. C. Caldwell appeared for the defendants. Ng Awan, it appears, was a servant to Mr G. Anderson, and was robbed of a box of valuable clothing sometime since by thieves who entered the house at the Albany. On an inspection of the pawnshops, he found a quantity of his clothes at the first-named shop and a quantity at the other, and he claimed the same, though considerable sums were advanced on them.—Mr Caldwell, for the defendants, maintained that it was only fair to the defendants that the loss of the property, and its identity, should be clearly proven, as well as any suspicious circumstances connected with the pledging thereof, before any penal forfeiture of the money advanced thereon should take effect. He did not advance this only in defence of his clients, but as a matter of fairness and justice to a class of men who in regular course of business advanced money upon such articles. If this were not carefully seen to as a general rule, the pawnbrokers (who were occasionally fined in heavy sums) would be a prey to all kinds of people who said this or that was their property; and a double hardship, both to the pawnbroker and any respectable person who pledged the property, would often be imposed.—Mr May admitted the reasonableness of the request, and ordered the complainant to find this evidence, though he believed the boy was a respectable person.—The case was therefore remanded for a week, to Saturday, 23rd.

CHINESE COOLIES IN PERU.

(*Morning Star.*)

The American Government, as is well known, looks with an unfriendly eye on the Coolie trade, as distinguished from the free emigration of the Asiatics; and we are therefore not surprised to find its representative in China interfering on behalf of the Chinese who have been induced to settle in Peru. The latter have managed to make their condition known to Mr Hovey, the American Minister to that Republic; and we have seldom read a more pathetic document than that in which they set forth their grievances. During the last twenty years some 30,000 Chinamen from the province of Canton have been induced, under various specious pretexts, to emigrate to Peru. The movement began almost contemporaneously with the great rebellion. Want of food impelled this multitude to listen to the fine promises of lying agents, who promised them good wages and kind treatment if they would only cross the sea. Their experience, as described in the memorial of Mr Hovey, is well calculated to excite commiseration. Their lot would be a hard one, even if they had not to complain of a positive breach of faith. Their physical powers are largely overtaxed, and they frequently suffer from personal brutalities for which they have no means of redress. But they complain, not so much of incessant toil as of insufficient food and clothing. These, they say, "are doled out to us in the most meagre manner, so that we are weakened for want of food. . . . If we cry out from our griefs and wrongs we are made to suffer more reproaches and outrages, so that at times we bear the violence which ends in death, and everywhere see the grief that drives people to make away with themselves."

Mr Hovey, not being able to read the petition, forwarded it to Mr Ross Browne, the American Minister at Peking, who transmitted one copy to Prince Kung and another to Mr Hamilton Fish, the Secretary of State at Washington. Mr Browne attaches credit to the charges which the luckless emigrants have made against their Peruvian taskmasters, and expresses his belief that "the enlightened Peruvian Government" will take prompt measures for the suppression of the grave abuses which have been brought to light. We fear that his confidence in the "enlightened Peruvian Government" does not rest upon a more stable foundation than his own diplomatic courtesy, for the cruelties which had been for many years perpetrated under the eye of the authorities of Peru are only too notorious. The Chinese, who have given audible expression to their complaints, are the least unfortunate of their countrymen. There are many others who work in the mines or on the guano islands whose condition is infinitely worse. The guano labourers especially are not only hardly used, but suffer from loathsome diseases, generated by the offensive atmosphere which they are compelled perpetually to breathe. The guano kills them in time, but only after months and years of intolerable misery. These wretched beings can of course make no complaint, but if representations are addressed to Peru by the Government of the United States, it will be well if they are not forgotten. Mr. Browne states that there is now better regulation of the emigration system in the ports of China; but he truly says that no regulations adopted there will avail to make the trade a decent one unless the emigrants are put under the efficient protection of the law in the countries to which they are despatched. Prince Kung replied to Mr. Browne in a very fairly-spoken letter. The Celestial statesman exhibits an amount of humanity which might well put the Peruvians to the blush. He expresses his sympathy with his unhappy countrymen and his desire to serve them; but, conscious of his own weakness, he prays that the American Minister in Peru may be moved to make the necessary inquiries into their actual treatment, and employ his good offices on their behalf. That Mr. Hovey will act upon this suggestion, and that too with the full authority of his Government, we cannot doubt; and we hope that, as a consequence, the condition of the docile and industrious Chinese will undergo a change for the better.

ROBERT FULTON, who was reduced to severe straits before he was able to realise anything from his great invention—the steamboat—was assailed in his days of prosperity by a man who, twitting him of his former poverty, exclaimed, "I knew you a dozen years ago when you had hardly a rag to your back." "You are mistaken, sir," calmly replied Fulton; "a dozen years ago, *I had nothing but rags to my back!*"

JOHN CHINAMAN IN LOUISIANA.

In the St. Louis *Democrat* of Aug. 10th, under the heading, "John Chinaman in Louisiana—He is allowed to Vote," we find the following:—

From an exchange paper we clip the following in relation to John's operations in Louisiana, and discover the startling fact that he has even been permitted to register and vote like other people, and yet the sun shines in Louisiana, the cotton plant flourishes, and the Mississippi still flows majestically to the Balize entirely unconscious of this audacious experiment:

At least 150 Chinese are already permanently settled in Louisiana. A dozen are working for a share of the crop on a plantation near Nachitoches. Some 30 or 40 are located on Bayou Latourche, and give great satisfaction to their employers. Mr Tye Kim Orr, an educated christian Chinaman, who is teaching a large colored school at Donaldsonville—the only colored school in the parish we believe—says his countrymen are very desirous of purchasing land and setting up for themselves. Chinese laborers are also employed on two or three plantations below New Orleans.

In the Parish of St. Bernard there are two colonies of Chinamen—one on the Bayou Marangouin, the other on St. Malo. Several of the former have squatted on the Lake Borgne canal property. They live in comfortable cabins, have thrifty gardens and patches of cotton, corn and rice, but subsist mainly by fishing for the New Orleans market. Some of them have Irish wives. They are of the Catholic religion, and came from the Phillippine Islands. Although they have lived in the parish several years, I am told by the clerk of the court that not one of their number has ever been arraigned for offending against the laws. As to their right of franchise in Louisiana, that would appear to have been already settled by the registration of seven of them and permitting them to vote on several occasions.

"UNFAITHFUL UNTO SLAYING."

(*Spectator*, August 21.)

An infidel Torquemada, a man who persecutes people even unto death simply because they affirm that they believe, who disbelieves so strenuously that he will die on a gallows if only belief may be injured by his death, is a phenomenon worthy a little study, more especially as Biland, the young German who has just failed in an attempt to murder a Berlin clergyman for reading the Belief, is only the extreme expression of a sentiment visible in every corner of Europe. No change is so marked or so remarkable in modern society as the change which has come over scepticism, the aggressiveness and, so to speak, the fanaticism which it begins to display. The ancient Epicurean tolerance, the faint, half-smiling, half-sleek contempt with which the disbeliever regarded the teacher of any belief, the disposition to satire, the dislike to publicity, the placid confidence of secret strength, these have all disappeared from the unbelieving world, to be replaced by the missionary spirit, the spirit which must speak out its fullness, which will protest whatever comes, which does not shrink in the last resort either from martyrdom or from slaughter. Parties are always milder in England than anywhere else, but even here the temper of those who deny is visibly rising higher, till the sceptic denounces instead of quizzing the believer, till there are whole groups who look upon priests of all denominations as if they were dangerous lunatics, till orthodoxy is so battered that it is compelled for the first time in English history to treat its opponents as on an equal footing. On the Continent the new spirit is far sterner. One grand cause of all this sway towards Ultramontanism is the feeling of the priesthood that they are at war with internecine foes, that unless they are organized like an army the Church will go down, and go down as Montalembert has repeatedly prophesied, in blood. In Spain, Italy, and Southern France, every movement which paralyzes authority brings hundreds of Bilands to the surface,—men who want to kill priests because they are priests, as Torquemada wanted to kill heretics because they were heretics; who do not simply disbelieve, but hate belief. In Austria the one thing for which men will fight in the streets is to put down the clergy, in Belgium priests are the first victims of every commotion, and even among the more temperate races of the North the conflict is becoming savage. It is not in the temper of Gibbon that men bind themselves by oath not to be buried in consecrated ground, or that journ dists, as the *Times'* correspondent writes from Berlin, refuse even to discuss an assassination because its object was a clergyman, and really the life or death of a clergyman cannot matter to human beings. "It's just a pented bredd," said John Knox, as he flung the image of the Virgin into the sea. "You lie!" says the young Biland, as he fires at the clergyman for repeating his Belief; and though the motive of the two acts may have been as different as their morality, the impelling fury of conviction was clearly as hot in one as in the other. We see no reason to doubt the substantial truth of Biland's confession, his desire rising to a maniacal crave to do away with lying, as he thought it, somehow, even if need be by violence and crime. It is the spirit of the old world come up again, and enlisted in a new and one would have thought a strangely foreign service, the propagation of disbelief. As of old, too, this hot flame is developed from great masses of fuliginous matter not in themselves easy to light. Ravaillac could not have existed had not great masses of men in France been ardently Catholic, nor could Biland have been developed had not disbelief been the creed of many thousands of quiescent Germans. The *Times'* correspondent, when he says that three-fourths of all Northern Germans regard Christianity as a dead creed, an "Asiatic" belief,—as if any truth could be tested by a quadrant,—may be exaggerating, but we received and published some months since precisely the same account from Hesse, it is confirmed in many essentials by Dr Lehmann, who is orthodox, and it is not two years since the Austrian Reichsrath rose to its feet shouting that it believed only in the gospel of Darwin. Disbelief is invading entire populations like a creed, and like a creed, as it advances, and gathers strength and fury from the electricity which multitudes develop, it is becoming aggressive, angry, inclined to use the "short methods" towards which power in all ages has felt disposed.

What will be the result of it all, we mean the immediate result?—for the ultimate result, the revivification of Christianity as a living force once more controlling the minds of men, is to our minds as certain as the flow of the now ebbing tide. A great many observers whom, as a rule, we heartily respect believe that it will be unmixed evil, a revival of Paganism in Europe, or the disappearance of all creeds under a deposit of the earthy secularism to which the Teutonic race, now so rapidly rising to the dominance of the world, has at intervals shown itself so inclined, but we feel little sympathy with that pessimist view. It is very doubtful, to our minds, sorrowful as the doubt may be, whether the Divine road for the nations may not again take them through the Red Sea, whether Humanity, crusted over as it is with strange superstitions, may not need a baptism of unbelief to clean it from its barnacles. The defenders of supernaturalism, we fear, will need to be nearly drowned before they will cast away some of the baggage which now impedes their march and renders a charge impossible; before they will give up sacerdotalism, the belief that one man can be *made* by external action nearer to God than another; terrorism, the astounding belief that God could punish a difference of opinion with eternal torture; verbal inspiration, the dogma under which all English Churches are more or less staggering helplessly along; and, above all, "consistency," the profound conviction that it is good—or not bad—to lie in order to prevent scandal; that if a man believes in God and Christ he is morally bound to affect to believe in a heap of other things, as, for example, the literal truth of the Mosaic idea of the Creation, or the story of the Fall, in which he does not believe in the least degree. If the flood of disbelief did spread over the world, those who emerged from it would at least be sincere, would "hold" nothing they did hold, would be ready to live and die for the faith that was in them. Anything that compelled sincerity, a genuine passion for Truth, would be a good, even if it were a temporary subsidence of Christianity; and for ourselves, we still hope that the remedy will not be so desperate as that. The advance of the army of invasion will call up the army of defence, and that army, for its own sake, will carry no needless impedimenta. When unbelief is rising to a point at which belief is declared impossible, and assertion of belief a mere hypocrisy, the teachers of belief must in self-defence examine themselves, see how far they are open to the charge, and put off as encumbrances any dogma which they cannot heartily say they do distinctly believe. They will see, for example, that to base the necessity of a reconciliation of man to God on an old Hebrew allegory about the cause of that necessity is folly, that their great truth must be defended with a far less brittle weapon than the verbal inspiration of a book in which translators, and even printers, have often made serious errors. They will for their own sakes clear their minds of even unconscious insincerities, thus at once depriving their enemies of their strongest arguments and of their most bitter cause of animosity. The first and most immediate result of the new tyranny of Unbelief will, we believe, be greater freedom for believers.

POPULATION OF THE UNITED STATES.

How many, and who are the native people? (asks the *New York Times*). To ascertain this let us take some initial point beyond the present generation; let us take two generations, and begin at the first census, 1790. We know by statistics that the natural growth of the white population of the United States, that is, the native settlers of this country, is 25 per cent decennially. But we know this by another proof. We know exactly the immigration to this country, and calculating, as we can do very nearly, the number of their descendants, and taking them, with the negroes, from the aggregate, we get almost precisely the same results. What then was the white population of 1790, the original stock of the American nation? In 1790 the white population of this nation was 3,172,464, and that capital in people produced, in 1860, by the law of natural progression, 15,224,856, and, in 1870—estimating as I do 41,500,000—19,031,070. More than 19,000,000 of the American people are a pure homogeneous Anglo-American race. This is not all. Prior to 1830 there was really no other race to any considerable amount immigrated to this country. The immigration from Ireland was almost wholly Scotch-Irish—the very same people who, to a large extent, made the original settlers of this country. A large part of the residue were English, and very few Germans. Other immigrants made a very small increment to this country prior to 1845. Taking 1830 (nearly 40 years ago) as the proper initial point, we shall have 24,725,970 (in round numbers 25,000,000) of a homogeneous Anglo-American population in 1870. Now, of the residue, four millions and a half of blacks, though not of the same race, are really and positively American. Discarding them, however, with Indians, Chinese, &c., and there will remain about 11,000,000 of the European immigration and their descendants, who may not properly be called Anglo-Americans. Of these about 6,500,000 will in July, 1870, be European born; 4,500,000 of these will be the children of foreigners come to this country in the last 40 years. And are they not Americans? Did you ever see the child of an Irishman or a German who grew up with the ideas of his fathers? I never did, although I have seen violent attempts to keep the children foreign or denationalised here. Are Generals Sheridan and Heintzelman, born in Ohio, any less Americans than Grant, who was born there also? The fact is that when the rebellion came on there were not more than 4,500,000 of foreign-born in this country, and we could have spared the whole of them, and got through the war very easily.

TAKING THINGS EASY.—When a man tells you that he "always takes things easy," and "never puts himself out of the way for anything or anybody," set him down in your mental memorandum-book as a case of chronic laziness and selfishness. Such easy-going individuals never win either fortune or fame. They may call their indifference independence; but if so, they make a miserable mistake. Real independence is the offspring of well-directed energy, and the "philosophy of indolence" is nothing better than a mean and contemptible sophistry. "Whatever thy hand findeth to do, do it with thy might," is the vigorous language of inspiration.

"ARE these apples fit for the hogs to eat?" inquired a dandy at a fruit stall. "Try 'em and see," said the woman.

AN irritable gardener seeing a boy stealing some fruit vowed, if he caught him there again, he'd lock him up in the *ice-house* and *warm his jacket*.

A NAVAL HERO.

Lord Cochrane's career as a hero of the seas came to an end with his departure from Greece. The author has given us, at this point of the story, a brief enumeration of his various campaigns; from which it must appear that his title to fame was slowly and yet deservedly earned. He was but seventeen when he entered the Navy. In 1800, when he was twenty-four, he received the command of the *Speedy*. With that "crazy little sloop, no larger than a coasting-brig," and a crew of fifty-four officers and men, he had taken and retaken, in the course of thirteen months, fifty ships, 112 guns, and 534 prisoners. At last this pigmy vessel, after desperate fighting, had to surrender to three French line-of-battle ships; and it was on this occasion that Captain Lallière, who was in command of the French man-of-war, declined to accept the sword of an officer "who had for so many hours," as he expressed it, "struggled against impossibility."

Appointed to the *Arab* and the *Pallas* in succession, he found no work to do in the former, but in the latter he achieved such valorous exploits as consoled him for his previous idleness. He was sent to the Azores, with orders to limit his cruise to a month; but within this period he managed to capture three Spanish vessels; while in the following year, and in the very same ship, after performing many similar feats, he encountered three French brigs and a frigate, and was so disabled after a persistent contest that he was obliged to return to Portsmouth for repairs.

The *Impérieuse* was assigned to him in 1806, with which he took three prizes. Being ordered home, next year he proceeded to the Mediterranean; and both in 1807 and 1808 he achieved a number of victories on the seas, and accomplished important services on land. He wrote to Lord Collingwood that he had completely demolished the newly constructed semaphoric telegraphs along the coasts of France; while his own list of casualties was "None killed, none wounded, one singed in blowing up a battery." Next followed his occupation of the Castle of Trinidad, of which Lord Collingwood wrote: "The zeal and energy with which he has maintained that fortress excite the highest admiration; his resources for every exigency have no need." A splendid exploit with the fireships in Basque Roads followed in 1809; and this was the last service which Lord Cochrane rendered, as a seaman, to England. Henceforth he devoted himself to the cause of freedom in Chili, in Peru, in Brazil, and in Greece. On both sides of the South-American Continent his success was complete; and if he failed in Greece to carry out his full intentions, the fault was less his own than that of those he served.

It is at the end of a life, and not in the midst, that the verdict of the public is commonly justly given. Lord Cochrane, however, had long since changed his title for that of Dundonald, was buried in Westminster Abbey; and this of itself was a nation's epitaph on his deserts. A public funeral was not accorded to him; but "his son was permitted," as the author expresses it, "to conduct that funeral in a way worthy of his great reputation." His insignia of the Order of the Bath were restored to their place in the chapel of Henry VII.; and among the mourners was Lord Brougham, who had come expressly from Paris to render this honour to one who had been his friend for fifty years. Standing over his grave, Lord Brougham exclaimed, "No Cabinet Minister here! no officer of State to grace this great man's funeral!" But the funeral was graced nevertheless, as the author observes, "by the reverent homage of hundreds gathered within the Abbey walls;" and it is evident from the tone of the press about that time that there was a popular conviction that England had lost a distinguished warrior and most unselfish patriot, "whose warfare had been marked by acts of daring rarely equalled, and whose patriotism had brought upon him sufferings such as few in modern times have had to endure."

THE CRACOW NUN.

The story of the imprisoned nun of Cracow has led to a very important anti-clerical agitation, both in Austria and Hungary. In the latter country especially it has given additional strength to the opposition which has for some time been growing up there against the pretensions of the Roman Catholic Church, and the Hungarian press now not only demands the suppression of all convents and monasteries but also the abolition of the celibacy of the clergy. On this subject the *New Free Lloyd* remarks that shortly before the Council of Trent the Hungarian clergy themselves asked for the removal of the restrictions as to marriage, and that the four Hungarian bishops who took part in that council did their utmost to obtain the fulfilment of this wish, but failed—in consequence, as they said, of the opposition of the Jesuits. The Hungarian Parliament, too, has repeatedly urged that clerical celibacy should cease to be compulsory. In Italy the civil courts have already in upwards of fifty cases declared that Roman Catholic priests are free to marry, and it is urged that a similar decision should be given by the Hungarian tribunals. Other religious reforms, such as the introduction of civil marriages, and of the election of bishops by the members, both clerical and lay, of dioceses, are also being asked for.

At home as well as abroad there seems to be unusual activity on in the convent world. If the *Durham Advertiser* is to be believed, the sisters of mercy in the conventual establishment in Framwell Gate, Durham, have departed in a body without leave from the proper authorities—an insufficient allowance of food being the alleged ground of their desertion. This is not the first time that the cuisine of a convent has led to unpleasantness. In the annual Register for the year 1761 it is stated on the authority of a letter from Naples, that early in the morning of the 7th of February of that year twenty-four nuns of the monastery of the Holy Ghost, after beating the porter and forcing the keys from him, marched out with a crucifix carried before them, and proceeded directly to the palace to complain to the king that they were almost starved for the want of victuals. The officer on duty admitted them into the courtyard, and, taking their memorial, carried it to the Prince de San Necandro, who upon reading it ordered the nuns to be reconducted with a proper guard to their convent, and reprimanded their superior. The young king, waking soon after, and being informed of what had happened, was so much chagrined that he had missed seeing the young ladies that he ordered his guards to be put under arrest for not informing him.

For Sale.

Just received, ex "Invincible," Small Invoice of Pitt's SODA WATER and LEMONADE.
THE VICTORIA DISPENSARY.
Hongkong, September 6, 1869.

FOR SALE.
TO close Consignments
SOUND BREAKFAST and DINNER CLARETS:
St. Emilion at $3.00 per dozen.
Medoc Do. at $4.00 "
Pontet Canet at $4.50 "
Chateau Lakoe at $5.00 "
LAMBERT, ATKINSON & Co.
Hongkong, July 10, 1869. tf.

FOR SALE.
CHAMPAGNE.
ROEDERER, Carte Noire.
" Carte Blanche.
" Carte Blanche Doré.
" Gladiateur.
SANDER & Co.,
Sole Agents for Hongkong and China.
Hongkong, July 5, 1869. tf.

FOR SALE.
JULES ROBIN COGNAC, in cases.
WM. RUSTAU & Co.
Hongkong, August 26, 1869. feb26

FOR SALE.
CHAMPAGNE, of Jules Mumm & Co. and De St. Marceaux & Co., in qts. and pts.
SHERRY, Chillingworth's, Ritchie's, London Club, and other brands.
PORT of W. Chillingworth & Sons.
DRAUGHT ALE, of Allsopp, Dawson, and Younger.
BOTTLED ALE, of Bass and Allsopp.
STOUT, in quarts and pints.
Also,
Small Invoices of WIRE ROPE, Boiler and Roofing Felt.
Apply to
ROB. S. WALKER & Co.
Hongkong, August 7, 1869. tf

FOR SALE, EX SHIP
200 Tons Cardiff Patent FUEL.
350 Tons best English COAL.
CARLOWITZ & Co.
Hongkong, September 11, 1869. tf.

FOR SALE.
Ex Sir Germains and *Carmarthenshire.*
CHAMPAGNE, Mar. Sillaitis Cabinet.
Benj. and Eug. Perrier.
Cabinet Eug. Perrier.
And, a few cases of superior COGNAC (this Champagne).
Apply to
LANDSTEIN & Co.
Hongkong, July 15, 1869. tf

FAWCETT & Co. are now landing, ex *Dunmail*, and other late arrivals:—
Hogsheads BASS'S ALE.
Barrels do.
Kilderkins do.
BASS'S ALE, in pints and quarts.
Guinness's STOUT, in ditto.
Pale SHERRY; Old PORT.
CHAMPAGNE, in pints and quarts.
Sparkling and Still HOCK.
York HAMS and Cheddar CHEESE.
American BUTTER.
Also,
Galvanized Iron WIRE ROPE, from 1 in. to 4 in.
Galvanized Iron JIB HANKS, from 2 in. to 3½ in.
PAINTS and OILS; CANVAS and TWINE.
Preserved MEATS, SOUPS, and FISH.
GILMAN'S STORES.
Fairbank's SCALES, 2,000 and 2,500 lbs.
Enfield Converted Breechloader RIFLES with Ammunition complete.
And,
Ex "*Carmarthenshire.*"
Hennessy's BRANDY, in cases.
Hongkong, June 12, 1869. tf

STEAM COALS.
For Sale from Store, or deliverable on Board,
ENGLISH—Londonderry West Hartley. Davisson's West Hartley, Straker's West Hartley.
WELSH—Blaengware Marthyr.
Apply to ROB. S. WALKER & Co.
Hongkong, March 16, 1866.

FOR SALE.
MANILA HARD WOOD.
Consisting of:
MOLAVES,
BANABAS,
ARANGAS,
And other descriptions.
Apply to
LANDSTEIN & Co.
Hongkong, August 11, 1868.

FOR SALE BY THE UNDERSIGNED.
ENGLISH and Anglo German CONCERTINAS, HARMONIUMS, VIOLINS and VIOLIN STRINGS, FLUTES, New MUSIC, &c. &c.
Pianofortes tuned and repaired.
C. WAGNER,
Hollywood Road.
Hongkong, March 1, 1869. 1mar70

FOR SALE.
YELLOW METAL 16 to 28 oz. and Nails. Apply to
GIBB, LIVINGSTON & Co.
Hongkong, September 16, 1868. tf

TATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.
Hongkong, April 9, 1867.

FOR SALE.
MUNTZ's Yellow METAL, 20/28 oz. and NAILS.
Also,
Vivian's Patent Yellow METAL Keel PLATES, 12lbs. and 18lb. with NAILS.
Apply to
HOLLIDAY, WISE & Co.
Hongkong, June 14, 1867.

FOR SALE.
YELLOW METAL, 18 to 28 oz. Muntz and Vivians.
JOHN BURD & Co.
Hongkong, April 5, 1867.

FOR SALE.
THE desirable PROPERTY on Queen's Road, lately occupied by Messrs SMITH, KENNEDY, & Co.
For further particulars, apply to
SMITH, ARCHER & Co.
Hongkong, September 2, 1867.

Intimations.

PRIVATE BOARDING ESTABLISHMENT,
29, *Hollywood Road.*
(FORMERLY THE SPANISH CONSULATE.)
THIS House commands a good view of the whole harbour, and is comfortably fitted with every convenience for the accommodation of visitors and residents.
Private dinners supplied.
C. L. VOLCKMAN,
Proprietor.
Hongkong, October 5, 1869. ja5

HOTEL DE FRANCE
A CANTON.
Service confortable, prix modérés.
20 Mai, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely Refurnished and much improved, Visitors will now find it Replete with all the Comforts of any Hotel in the Celestial Empire.
WINES & SPIRITS,
Being all Imported by the Proprietor, are all of the best quality.
The Billiard Room contains two of Harris's Patent Iron TABLES.
ICE CREAM DRINKS—ICE CREAM DRINKS—of all descriptions from 11 A.M. till 9 P.M.
J. B. WATSON,
Proprietor.
Hongkong, August 13, 1869. tf

VICTORIA REGATTA CLUB.
Committee.
The Hon. J. B. Taylor, *Chairman.*
R. F. Hawke, Esq.
W. H. Foster, Esq.
T. G. Linstead, Esq.
John Fairbairn, Esq.
E. L. Woodin, Esq.
William Legge, Esq., *Hon. Secretary.*

PROGRAMME OF THE 16TH ANNUAL MEETING, 1869.
FIRST DAY,
Wednesday, 24th November, 1869.
First Race.—1 P.M. For Single Pair Sculling Boats. Distance 1 mile. Prize, $50.00. To be competed for by men who have never won a sculling race in China or Elsewhere. Entrance fee, $5.00.
Second Race.—1.30 P.M. For Boats pulled by Non-Commissioned Officers and men of any Regiment or Corps in Garrison. Distance 1 mile. Prizes: 1st Boat, $20; 2nd, $10. Time for Oars. Entrance fee $1.00. Officers may officiate as coxswains if necessary.
Third Race.—2.30 P.M. For Four-Oared Canton Cutters. Distance 1 mile and-a-half. Prize the Chairman's Cup, value $250. Entrance fee, $10.00.
Fourth Race.—3 P.M. For Men-of-war Gigs. Distance 1 mile. Prizes: 1st Boat, $20; 2nd, $10.00. Time for Oars. Entries received by R. F. Hawke, Esq., until noon on Monday, 22nd November. Entrance fee, $1.00.
Fifth Race.—3.30 P.M. For Pair Oars and 2 Pair Sculling Boats. Distance 1 mile. Prize, the "American Cup." Value——. Entrance fee, $5.00.
Sixth Race.—4 P.M. For Horse Boats pulled by Chinamen. Distance 1 mile. Prizes: 1st Boat, $15.00; 2nd, $5.00. Entrance fee, $1.00.
Seventh Race.—4.30 P.M. For Four Oared Canton Cutters. Distance 1 mile. Prize, ——. Winners of Chairman's Cup excluded. Entrance fee, $10.00.
Eighth Race.—5 P.M. For Canoes. Distance ½ mile. 1st Prize $50.00; 2nd $20.00; 3rd $10.00. No fouling allowed.
Sailing Race.—For all Open Boats, Chinese excepted. First Boat, $25.00; second, $10.00. Course to be specified hereafter. Entrance, $2.
Harbour Yacht Race.—For all Yachts. Particulars of course, &c. to be named hereafter.

SECOND DAY,
Thursday, 25th November, 1869.
First Race.—1 P.M. For Men-of-war Cutters. Distance 1 mile. First Boat, $20.00; 2nd, $10.00. Entrance fee, $1.00. Entries received by R. F. Hawke, Esq., until noon on Monday, the 22nd Nov.
Second Race.—1.30 P.M. For Single Pair Sculling Boats. Distance 1 mile. Prize, "Ladies' Purse," presented by the Ladies of Hongkong. Entrance fee, $5.00.
Third Race.—2.30 P.M. For Four Oared Canton Cutters. Distance 1½ mile. Prize, the "Jinkee Cup." Value, $150.00. Presented by a Subscriber. Entrance fee, $10.00.
Fourth Race.—3 P.M. For all Boats manned by Europeans. Distance 1 mile. First Boat, $20.00; 2nd, $10.00. Time for Oars. Entries received by the Secretary until noon on Monday, 22nd Nov. Entrance fee, $1.00.
Fifth Race.—3.30 P.M. For Boats pulled by Non-Commissioned Officers or Men of any Corps in Garrison. Distance 1 mile. Time for oars. Prizes: 1st Boat, $20; 2nd, $5. Winners of No. 2, First day, excluded. Entrance fee, $1.
Sixth Race.—4 P.M. For Four-Oared Canton Cutters. Distance 1 mile. Prize —— Entrance fee, $10. For men who have never pulled in a winning boat at any previous regatta.
Seventh Race.—4.30 P.M. Canoe Scramble. Bumping allowed. Distance ¼ of a mile. Entrance fee, $2. 1st Prize $30.00; 2nd $15; 3rd $5.00.
Sailing Race for Schooners and Cutters. Full particulars of Prize, Course, &c., will be duly announced.
The above programme is subject to any changes the Committee may see necessary to make. Weights, Colours, and names of each Crew for presentation prizes for Rowing must be stated on entering boats.
All entries (not otherwise specified) must be made to the Hon. Secretary on or before the 15th November, 1869. The races will commence each day at 1 P.M., and Tiffin will take place on board the Flag Ship each day after the Second Race.
WILLIAM LEGGE,
Hon. Sec. V. R. C.
Hongkong, August 24, 1869.

Intimations.

THE *LONDON & CHINA EXPRESS*, is published in London for the P. & O. Co.'s and French Mails, and contains:
Summary of Home, Parliamentary, and Foreign News.
Special Correspondents' Letters from Germany, Holland, &c.
Leading Articles on the principal interests of China.
Digest of Home Opinions on China Subjects.
List of Passengers by the current and succeeding Mails.
Naval and Military News.
Births, Marriages, and Deaths.
Commercial, Banking, Share Lists, &c.
Market Reports, Shipping News, Freights, Exchanges, &c., from London and the Continent, New York, &c.
Statistics of Imports and Exports.
Supplement.
Statement of each Ship's Cargo for China and Japan, and by the P. and O. Mails.
Subscription—$12 *per Annum. With Report Supplement*, $14.50. *Single Copies*, 50 *cents.*
MORRIS & Co.,
Agents, Queen's Road.
Hongkong, March 12, 1869.

LONDON AND CHINA EXPRESS EXTRA.
PUBLISHED at Galle and containing all the last TELEGRAMS, is delivered with the *CHINA EXPRESS.*
Terms—To Subscribers to *China Express*, $6 per annum; To Non-Subscribers, $12; Single Copies, 25 cents.
MORRIS & Co.,
News Agents.
Hongkong, August 19, 1869. tf

NOTICE.
In the Estate of Douglas Lapraik, *Deceased.*
PROBATE of the last Will and Testament of Douglas Lapraik, formerly of Hongkong and lately of Acton, deceased, having been granted to the Undersigned, one of the Executors in the said Will named, All persons indebted to the said Estate are hereby required to pay the amount of their debts forthwith. Persons having Claims against the Estate are hereby required to send in particulars of their Claims to the Undersigned, at the Office of Messrs Douglas Lapraik & Co., or to Henry C. Caldwell, Esquire, Solicitor, on or before the 31st day of January 1870, after which date no Claims will be received or admitted.
Dated Hongkong, 9th day of July, 1869.
R. E. BAKER,
Executor.
jan31

NOTICE.
DOCUMENTS Translated, at reasonable rates, from English, French, Spanish, Italian, Portuguese or German into Chinese, or from Chinese into English. Address,
The "*China Mail*" Office,
2, Wyndham Street, Hongkong.

SAIL MAKING!!
WILLIAM DOLAN having returned to Hongkong, has resumed his business of Sail Making in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVEN'S DUCK, suitable for Boat Sails or Awnings.
Hongkong, April 29, 1869.

T. E. HAWKINS'S
HORSE REPOSITORY,
AND
HORSE-SHOEING FORGE,
DUDDELL STREET,
HONGKONG.
Horses and Ponies carefully broken to Saddle and Harness.
Horses, Ponies, Harness, and Carriages, always on hand for sale.

MORRIS & Co.,
AUCTIONEERS,
NEWS AND COMMISSION AGENTS,
WELLINGTON STREET,
HONGKONG.

L. FRICKEL & Co
SHIP-CHANDLERS, SAILMAKERS,
GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
Queen's Road, HONGKONG.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINGSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS)
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG.
SHIPS' MEDICINE CHESTS
SUPPLIED & REFITTED.
Hongkong, May 1, 1867. tf

ANDREW MILLAR,
HOUSE, SHIP, & STEAM-BOAT PLUMBER,
COPPERSMITH & BRASSFOUNDER
No. 1, Queen's Road East and Nullah Lane.
Hongkong, October 28, 1868.

E. R. HANDLEY,
(Late Paterson & Handley,)
House and Ship Plumber,
Copper Smith, Zinc Worker, and Gas Fitter,
16, *Queen's Road West.*
Hongkong, May 24, 1869.

PEARCE AND VINEY,
(*Late of Greville's Telegram Company,*)
80 William Street, Melbourne,
TELEGRAPHIC, REPORTING, AND GENERAL AGENTS.
AGENCIES IN ALL THE COLONIES,
At Galle, London, New York, &c.

BROWN, JONES & Co.,
UNDERTAKERS.
MONUMENTS and HEAD-STONES ERECTED, in the Best Style.
LEAD and METALLIC COFFINS, on the Shortest Notice.
Apply at
Hollywood Road, Corner of Aberdeen St.

Insurances.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
Capital,—Two Millions Sterling.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information apply to
ARNHOLD KARBERG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

OCEAN MARINE INSURANCE COMPANY.
LONDON.
Incorporated 1859.
Capital,—£1,000,000.
THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.
AUGUSTINE HEARD & Co
Hongkong, June 6, 1867.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine Risks at current rates.
AUGUSTINE HEARD & Co.
Hongkong, March 6, 1868.

PHŒNIX FIRE INSURANCE COMPANY.
LIVERPOOL, AND LONDON & GLOBE INSURANCE COMPANIES.
THE Undersigned having been appointed Agents of the above Companies at this Port, are prepared to grant Policies against Fire to the extent of $40,000 on Buildings, or on Goods Stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, September 28, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of $80,000 on Buildings, or on Goods stored therein.
GIBB, LIVINGSTON & Co.
Hongkong, August 24, 1864. tf

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—
Not exceeding *ten days* ⅛ of the annual rate.
Not exceeding 1 month, ¼ do.
Above 1 month and not exceeding 3,... ½ do.
Above 3 months and not exceeding 6,... ¾ do.
Above 6 months,..... the full annual rate
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
Hongkong, August 13, 1869.

IMPERIAL FIRE INSURANCE COMPANY.
Reduction in the Rates of Premium.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—
Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, ½ per cent.
Other Dwelling Houses used strictly as such, and their Contents, ¾ per cent.
Godowns, Offices, Shops, &c. and their Contents, 1 per cent.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
Hongkong, March 6, 1865.

BOMBAY INSURANCE COMPANY AND FORBES & CO.'S CONSTITUENTS INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Companies are prepared to accept Risks on the usual terms.
GIBB, LIVINGSTON & Co.
Hongkong, February 26, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
Established 1809.
CAPITAL £2,000,000
ACCUMULATED FUNDS £2,233,927.
ANNUAL REVENUE £497,263.
THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.
GILMAN & Co.
Hongkong, June 2, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
Reduction in the Rates of Premium.
Detached and semi-detached *Dwelling-Houses* removed from Town, and their Contents, ½ per cent. per annum.
Other *Dwelling-Houses* used strictly as such, and their Contents, ¾ per cent. per annum.
Godowns, Offices, Shops, &c. and their Contents, 1 per cent. per annum.
GILMAN & Co.,
Agents North British and Mercantile Insurance Company.
Hongkong, March 9, 1866.

Insurances.

NOTICE.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following Rates will be charged in Short Period Insurance, viz:
Not exceeding one month, } ¼ of the annual rate.
Above 1 month, and not exceeding 3 months, } ½ " "
Above 3 months, and not exceeding 6 months, } ¾ " "
Above 6 months, the full Annual rate
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
Hongkong, April 7, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868. tf.

NOTICE.
MANCHESTER FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding 1 month, ¼ per cent.
Above 1 month and not exceeding 3 months, ½ do.
Above 3 months and not exceeding 6,..... ¾ do.
Above 6 months,..... the full annual rate.
HOLLIDAY, WISE & Co.
Agents.
Hongkong, April 8, 1868.

THE LONDON ASSURANCE CORPORATION.
THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.
HOLLIDAY, WISE & Co.
Hongkong, December 26, 1867.

LONDON ASSURANCE CORPORATION.
Life Assurance.
THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.
HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868. tf.

LONDON ASSURANCE CORPORATION.
THE following rates will be charged for *Short Period* Insurances:
One month, ¼ per cent.
Three months, ½ "
Six months, ¾ "
HOLLIDAY, WISE & Co.
Hongkong, April 7, 1868.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
THE Undersigned are prepared to accept risks in the above Company *for a period of Ten Days* on Merchandize stored in first class Godowns, *at one eighth of one per cent.*
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 26, 1869. tf

ALLIANCE FIRE ASSURANCE COMPANY.
NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—
Not exceeding 10 days,..... } ⅛ of the Annual Rate.
Not exceeding one month,.. } ¼ " "
Above 1 month and not exceeding three months,..... } ½ " "
Above 3 m'ths and not exceeding six months,..... } ¾ " " "
Above 6 m'ths, The full Annual Rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
Hongkong, April 7, 1868.

THE QUEEN INSURANCE COMPANY.
Capital,—Two Million Sterling.
THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.
MORGAN, LAMBERT & Co.
Hongkong, May 20, 1868.

NOTICE.
BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed Agents for the above Insurance Company are prepared to grant Policies covering Marine risks at the current Rates. Policies can be made payable at all the principal ports throughout the World.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1867.

AMICABLE INSURANCE OFFICE.
THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept *Marine Risks*, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay, or London.
ROB. S. WALKER & Co.
Hongkong, June 21, 1864.

Insurances.

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ½ do.
Above 1 month and not exceeding 3 months, ¾ do.
Above 3 months and not exceeding 6,..... ⅞ do.
Above 6 months,..... the full annual rate.
MORGAN, LAMBERT & Co.,
Agents the Queen Insurance Company.
Hongkong, May 20, 1868.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned, Agents for the above Company are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.
RUSSELL & Co.
Hongkong, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above named Company are prepared to grant Policies against SEA RISKS, at current rates.
RUSSELL & Co.
Hongkong, April 1, 1865.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
POLICIES granted on *Marine Risks* to all parts of the world at current rates.
In addition to the usual brokerage, this Association returns to the assured *Fifteen per cent of its yearly profits* divided *pro rata* to the net premium contributed.
RUSSELL & Co.
Secretaries.
Hongkong, June 4, 1869. tf.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned having been appointed Agents in China for the above Insurance Company are prepared to grant Policy covering Marine Risks, at the current rates.
RUSSELL & Co.
Hongkong, July 6, 1866.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.
RAYNAL & Co.
Macao, August 4, 1866.

DE COSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
THE Undersigned having been appointed Agents in Hongkong for the above named Company are prepared to grant Policies against Sea Risks on the usule terms.
SIEMSSEN & Co.
Hongkong, August 1, 1866.

Docks.

THE UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED
THE Company call the attention of Ship Owners, Consignees and Masters of Vessels, to their Establishment at Hongkong and Whampoa, for the DOCKING and REPAIRING of Vessels of all classes.
At Hongkong the Company have the only Dock in the harbour,—a Granite Dock, solidly built, and of dimensions to admit Ships of 350 feet in length, and drawing 22 feet of water.
Attached to it there are Shipwrights, Blacksmiths, Boiler-makers and Machinery works, and everything necessary for the Repairs of Sailing Vessels or Steamers.
The Company have also opened a Shipyard by the side of the Hongkong Dock, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.
At Whampoa the Company will take Ships at reduced rates.
The Steam Tug "*LITTLE ORPHAN*" can be engaged to tow Vessels to sea, or berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER.
Secretary.
Company's Office, Queen's Road, Corner of Ice House Lane.
Hongkong, April 8, 1869.

THE UNION DOCK COMPANY OF HONGKONG AND WHAMPOA, (LIMITED.)
NOTICE.
THE above Company, having recently erected at their Docking Establishment at Kowloon, FIRST CLASS MACHINERY, are prepared to furnish *Tenders* for the Manufacture and Repairing of Boilers of any size, and for the making or repairing of Steam Machinery (marine or stationary) or of Sugar crushing and Refining Machinery:—Shafting, Gearing, and every description of Factory, or Mill work undertaken.
A New Jetty is in course of completion, alongside of which Vessels drawing 18 feet of water can lay at any states of the tide attached to the Jetty are *Shears* capable of lifting *Fifty Tons.*
ROB. S. WALKER,
Secretary. tf
Hongkong, June 24, 1869.

Printed & Published by Charles Arnhan Saint, Proprietor, at No. 2, Wyndham Street, Victoria, Hongkong.

STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Marseilles, and Southampton;

ALSO,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship "*EMEU*," Captain J. C. BABOT, with *Her Majesty's Mails, Passengers, Specie,* and *Cargo*, will leave this for the above places, on TUESDAY, the 19th October, at 9 A.M.

PARCELS and CARGO will be received on board until Noon, and SPECIE until 4 P.M. on the 19th October.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

W. MACAULAY, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong Oct. 8, 1869. oc19

PACIFIC MAIL STEAM-SHIP COMPANY.

THROUGH U. S. MAIL LINE TO NEW YORK.

Via Panama or Overland Route.

STEAMERS of this line will be despatched as follows:—

Japan,	October	19.
China,	Nov.	19.
America,	Dec.	18.

A Steamer will leave Shanghai on or about same date, connecting at Yokohama with above-named steamer.

Passengers ticketed through to California, Mexico, Central and South America, and by Overland Route to principal points in the United States and Canadas, and connecting with the various Steam lines for New York, to Liverpool, Southampton, Bremen, Brest, and Havre.

Through Tickets issued also to New York and Europe via Panama Route and to Europe per steamers of the Royal Mail Steam Packet Company, the West India and Pacific Steamship Company, Limited, and The Compagnie Generale Transatlantique from Aspinwall direct. Connections made at Panama with Steam lines upon the West Coast of Central and South America, by which passengers are ticketed through.

Through Bills of Lading given for Freight via Central Pacific Railroad and its connections to the principal points in the United States and Canadas and for Freight Overland for England and the Continent.

Through Bills of Lading given also for New York and Europe via Panama route, and to Europe via Aspinwall Lines to ports of Mexico and ports on the West Coast of Central America, and South America to as far as Valparaiso.

Favorable arrangements have been made for through passengers and freight to America, from Calcutta, Penang and Singapore, and, from Swatow, Amoy and Foochow.

All Freight payable in advance in Mexican Dollars, or on delivery in American Gold Coin with 8 per cent additional, at shipper's option.

Return Passage Tickets issued at a reduction of 25 upon the whole amount for the Round Voyage.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

T. A. HARRIS,
Agent.

Hongkong, October 7, 1869.

Post-Office Notifications.

MAILS BY THE "*EMEU*."—

The Contract Packet "*EMEU*" will be dispatched with the usual Mail, for Europe, &c., on TUESDAY, the 19th October, at 9 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 8 P.M. on the 18th October. Letters, &c., may be posted in the night box from 8 P.M. on the 18th October until 7 A.M. on the following morning.

All Letters posted between 7 and 8 A.M. on the 19th October will be chargeable, in addition to the usual postage, with a *Late Fee* of 18 cents.

The latest time for posting Letters at this Office is 8 A.M. and for Newspapers, Books, or Patterns 7 A.M. on the 19th October.

Further, late letters (but Letters only) addressed to the United Kingdom *viâ Marseilles* or *to* Singapore, may be posted on board the Packet from 8.30 to 8.50 A.M. on payment of a late fee of 48 cents each, in addition to the postage, after which no Letters can be received.

Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building.

All correspondence for places to which prepayment is compulsory must be prepaid in Hongkong Postage Stamps.

Insufficiently-stamped Letters addressed to the United Kingdom will be sent on, charged with a fine of One Shilling in addition to the postage.

Letters posted, after 7 A.M. on the 19th October will not be forwarded unless the *Late Fee* as well as the postage is prepaid.

Letters insufficiently stamped or unstamped addressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 8 P.M. on the 18th October will be returned until after the mail is closed.

Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the stamp or Stamps representing "Late Fees" or "Registration Fees" should be placed on the lower left-hand corner.

Post-Office Notifications.

All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22*nd January*, 1864, and no other Coins, but those therein specified will either be received or given in change as fractional parts of a Dollar.

Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 18th Oct.

F. W. MITCHELL,
Postmaster General.

General Post Office, Hongkong,
October 19, 1869. oc19

MAILS BY THE UNITED STATES MAIL PACKET "*JAPAN*."

MAILS WILL CLOSE:—

For YOKOHAMA, SAN FRANCISCO, THE UNITED STATES AND THE UNITED KINGDOM.—

Per the United States Mail Packet "*JAPAN*," on TUESDAY, the 19th September, at 2 P.M.

The Rates of Postage on Correspondence forwarded by this opportunity, which must in each case be paid in advance, are as follows, viz.:—

To Yokohama, San Francisco and the United States.

For Letters, 8 cents per half-ounce.

For each Newspaper not exceeding 4 ounces, 2 cents.

For a Packet of Books, 6 cents per 4 ounces.

Book Packets must not exceed two feet in length or one foot in width or depth.

To the United Kingdom.

For Letters, 24 cents per half-ounce.

For each Newspaper not exceeding 4 ounces, 4 cents.

For a Packet of Books or Patterns, 8 cents per 4 ounces.

Correspondence addressed to Yokohama, San Francisco and the United States must be superscribed per "*Japan*," and that addressed to the United Kingdom must be superscribed *via* San Francisco. Correspondence addressed to the United Kingdom not fully prepaid will be sent *via* Suez.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, October 7, 1869. oc19

It is hereby notified for general information that henceforward closed mails for the United Kindom will be made up at this Office and forwarded to London by the United States Mail Packets via San Francisco.

Correspondence intended to be forwarded by this route must be addressed viâ "San Francisco."

Letters, Newspapers, Books and Patterns, will be liable to the same rates of postage as those sent by the British Mail Packets viâ Southampton viz.:—

For Letters, 24 cents per half-ounce.

For each Newspaper not exceeding 4 ounces, 4 cents.

For a packet of Books or Patterns, 8 cents per 4 ounces.

The Postage must in all cases be paid in advance; correspondence not fully prepaid will be sent viâ Suez.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong February 1, 1869.

It is hereby notified that, under the authority of a Treasury Warrant dated the 1st May last, Superintending, or First-Class Schoolmasters in the Army will, in future, be entitled to the same privileges in regard to Letters sent by or addressed to them on their own private affairs as are at present enjoyed by Commissioned Officers in the Army; and all Army Schoolmistresses will be entitled (as Army Schoolmasters of all but the First-Class now are) to the same privileges, in regard to their Letters, are enjoyed by non-commissioned Officers and Private Soldiers.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, July 31, 1868.

1.—On the 1st October next, and thenceforward Money Orders will be issued at this Office and at the Agencies thereof at Shanghai and Yokohama on all the Money Order Offices in the United Kingdom of Great Britain and Ireland, for amounts not exceeding £10, at the rate of Exchange Current for Each Mail, and charged with Commission according to the following Scale, viz.:—

	Cents.
For sums not exceeding £2,	12
Above £2 and not exceeding £5,	24
" £5 " £7,	42
" £7 " £10,	48

2.—No Money Order to include a fractional part of a Penny.

3.—Orders drawn in the United Kingdom upon Hongkong, Shanghai, and Yokohama, will be paid at the rate of Exchange at which Money Orders are being issued at the time of their presentation.

4.—Alphabetical Lists of over 3,700 Money Order Offices in the United Kingdom, shewing the Counties in which they are situated, are hung up for public reference at this Office, and also at Shanghai and Yokohama.

5.—Applicants for Money Orders must furnish, in full, the surname, and, at least, the initial of one Christian name, both of the Remitter and the Payee; if the Remitter or Payee be a Peer or a Bishop, his ordinary title will be sufficient, if a firm, the usual designation of such firm, such as "Baring Brothers" will suffice; but the mere term Messrs., such as "Messrs. Rivington," or the name of a Company trading under a title which does not consist of the names of the persons composing it, such as "Carbon Co." is inadmissible.

6.—The Remitter on stating that the Order is to be paid only through a Bank, to have the option of giving or withdrawing the name of the Payee; in such case, the Order will be crossed in the same way that Cheques are commonly crossed when they are intended to be paid through a Bank.

7.—When an Order is presented through a Bank, a receipt by any person will be sufficient, provided the Order be crossed with the name of the receiving Bank, and be presented by some Person known to be in the employ of such Bank.

8.—The signature of the Payee of a Money Order to be affixed to the Order in the place provided for the purpose. If the Payee be unable to write he must sign the receipt by making his mark in the presence of a Witness, who must sign his name, with his address in the presence of the Officer who pays the Order.

9.—Should the Payee of a Money Order desire to receive payment in the Country in which the Order was issued, at some other Office than that in which the Order was originally drawn, the transfer will be granted, provided the Order be inclosed to the Postmaster of the Office in which it was drawn. In such case a new Order will be issued, the Commission chargeable upon which will be deducted from the amount of the new Order.

10.—In the event of a Money Order miscarrying or being lost, a duplicate will be granted on a written application from the Payee, (containing the necessary particulars, and accompanied by an additional Commission) to the Office where the Original Order was payable.

11.—On the receipt of a similar application, orders will be given to stop payment of a Money Order, or to renew a lapsed Order. The additional Commission in the last case will be deducted from the amount of the new Order. Lapsed Orders must be presented with the application for a new Order.

12.—But when it is desired that any error in the name of the Remitter or Payee should be corrected or that the amount of a Money Order should be repaid to the Remitter, or that a Lapsed Order should be renewed for payment in the Country in which the Order was originally drawn, application must be made to the Chief Money Order Office of such Country. This application must be accompanied by an additional Commission, unless it have reference to a Lapsed Order, in which case the Commission will be deducted from the amount of the New Order.

13.—Repayment, whether of an original, or renewed, or a duplicate Order, will not be made to the remitter until it has been ascertained that the advice has been cancelled at the Office on which the Order was originally drawn.

14.—Payment of an Order must be obtained before the end of the Sixth Calendar Month after that in which it was drawn; for instance, if drawn in January, payment must be obtained before the end of July, otherwise the Order will become lapsed, and a new Order (for which a second Commission, to be deducted from the amount of the Order, will be charged) will become necessary.

15.—If an Order be not paid before the end of the Twelfth Calendar Month after that in which it was drawn,—for instance, if drawn in January and not paid before the end of the following January—all claim to the Money will be forfeited, unless, under peculiar circumstances, the Post Office of the Country in which the Order was drawn think proper to allow it.

16.—After once paying a Money Order by whomsoever presented, the paying Office will not be liable to any further claim. If a wrong payment, however, be made owing to negligence on the part of any Officer of the Post Office, the Postmaster General of the Country or Colony in which the negligence occurs will, if he see fit, require the Officer in fault to make good the loss.

17.—No Money Order will be paid unless the advice has been previously received.

18.—Additional Rules for greater security against fraud, and for the better working of the system generally will be made as occasion may require.

19.—Should it appear that Money Orders are used by mercantile men, or others, either in the United Kingdom or at Hongkong, Shanghai or Yokohama, for the transmission of large sums of money, the British or Colonial Post Office, as the case may be, will consider the propriety of increasing the Commission, and will exercise the power of wholly suspending for a time the issue of Money Orders.

By Command,

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 22nd August, 1868.

CHAIR AND BOAT HIRE.

The following Regulations for Street-Chairs and Chair-Coolies, bear date Colonial Secretary's Office, Hongkong, 2nd April, 1869.

There are two Classes of Street Chairs, Ordinary and Special.

All Street-Chairs may carry persons who have engaged them up to any hour, but Ordinary Chairs may not *ply for hire* after first gunfire (8 P.M.), nor Special Chairs after midnight.

As Special Chairs are secured for a higher sum ($50) than Ordinary Chairs ($25), it is for the interest of the Public to engage only the former after gunfire.

Each Street-Chair carries a Number, and its two Coolies a Badge each, bearing the same Number as the Chair.

The Numbers and Coolies' Badges of Special Chairs are White, (1 to 200).

The Numbers and Coolies' Badges of Ordinary Chairs are Blue, (201 to 700).

When ground of Complaint arises against any Street Chair-Coolie, the person aggrieved may either hand the offender over to the Police, or, send a memorandum of the complaint and the Chair's Number to the Registrar General.

When Street Chair-Coolies are suspected of having retained missing property, the Number of their Chair should be sent to the Registrar General *at once* without any loss of time.

Each Street-Chair carries on the back of its Number Board a Tariff of Fares condensed from the following.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs or Ordinary Pullaway Boats.	
Half hour, ...12 cts.	Three hours, ..60 cts.
Hour, ...20 cts.	Six hours, ...75 cts.
Day (from 6 to 6),	One Dollar.
Night Fares (after 8 P.M.)	10 cts. extra

Chair Hire to Out Districts.

Beyond Victoria and back, 50 cts. per man.
To Stanley and back, 60 " "

Victoria lies below the level of Robinson Road, and includes all the town between the Mint and the Western Slaughter House, with the Race-course.

Licensed Bearers (each).

Hour, ... 8 cents.
Half day, ... 20 cents.
Day, ... 36 cents.

Intimations.

Published weekly.—Subscription (Exclusive of postage) Tls. 12 per annum; payable in advance.

SUPREME COURT AND CONSULAR GAZETTE,

AND

LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA AND JAPAN.

THE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Bankruptcy; Original Articles, Notes and Queries on Legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.

Advertisements will be charged Tls. 1 per 10 lines, for the first insertion, and 50 cts. per 10 lines, for each subsequent insertion.

Shanghai, January, 1867.

NEW BOOK,

THE Speculations of 'The Old Philosopher' LAU-TSZE.' Translated from the Chinese BY JOHN CHALMERS, A.M. Price $1.50.

ALSO,

"The Origin of the Chinese" by the same author: Price $1.

Apply at Messrs LANE, CRAWFORD & Co. or The London Mission House.

Hongkong, October 17, 1868.

FOR SALE.

AT THE "*CHINA MAIL*" OFFICE.

THE following SETS of the "CHINA PUNCH" can be obtained, stitched in paper wrappers, at the rate of 25 cents per copy viz:—

		No.		Price.
11	sets complete from	11.	"	$3.50.
54	" " "	15.	"	$2.50.
4	" " "	16.	"	$2.25.

Also a few separate copies of Nos. 1, 2, 3, 7, 11, 12, 13, 16, 17, and from 19 to 24.

C. A. SAINT.

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G. J. HELLAND, Esq.	

DONATIONS of Books, Periodicals, Newspapers, Clothes, &c., will be most thankfully received.

A. OVERBURY,
Superintendent.

Hongkong, October 29, 1868.

HOLLOWAY'S PILLS & OINTMENT.

HOLLOWAY'S PILLS.

THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the climates of India and China as this fine and invigorating medicine. It is particularly adapted to the constitution of European ladies, as it is never failing in its effects in all diseases peculiar to females, while those who are attenuated by the debilitating effects of the above climates will find in this wonderful remedy a kind of talisman whereby they may insure a restoration to robust health.

HOLLOWAY'S OINTMENT.

The science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the climates of India and China. It is the true friend of the Soldier and Civilian, as certain old sores can be removed by it that cannot be conquered by any other treatment.

Hongkong, February 1, 1867. tf

NOW READY.

(AT THE "CHINA MAIL" OFFICE.)

PRICE $1.00.

THE ANGLO-CHINESE CALENDAR MANUAL.

A Handbook of reference for the determination of Chinese Dates, during the period from 1860 to 1869; with comparative Tables of Annual and Menzal Designations, &c., &c. Compiled by WILLIAM FREDERICK MAYERS, H.M.C.S.

Author's Preface.

Most persons whose avocations or studies are connected even remotely with Chinese subjects are wont to confess the need of a convenient manual of reference for the purpose of determining dates according to either the European or the Chinese method of computation; and a system of comparison for the names attributed to years, months, and other periods is also frequently a desideratum with translators and readers of Chinese literature. The compiler of the following tables has thought, accordingly, that their publication in a convenient form may prove useful, although much yet remains to be done for the elaboration of comparative calendars, etc. that should leave nothing to be desired. With the exception of the Cyclical Table of Years, and the Table of Solar Terms, both of which were originally compiled by Dr. Morrison, and afterwards republished with improvements in Williams' *Commercial Guide*, from which (with some alteration) they are now copied, the whole of the matter assembled in the following pages is for the first time made accessible to general reference.

Published by C. A. SAINT, *China Mail* Office, Hongkong.

Intimations.

CHINESE PILOTAGE SERVICE.

GENERAL REGULATIONS WITH LOCAL RULES FOR THE

PORT OF SWATOW.

GENERAL REGULATION I.

I. Bye-Laws and Local Rules.

1.—Bye-Laws and Rules necessary for the better ordering of pilotage matters at the Ports are to be drawn up by the Harbour Master in consultation with the Consuls and Chamber of Commerce, with whom also it rests in the same way to fix the number of Pilots, tariff of charges, and define the limits of the Pilotage ground.

2.—The number of Pilots for the Port of Swatow shall be six.

3.—The Pilotage ground for the Port of Swatow shall be off Bill Islet to the lower limit of the anchorage Sahchio Point.

4.—The rates of pilotage shall be as follows for all sized vessels between the limits of the Pilotage ground: steamers or sailing vessels, $2.00 per foot English measurement. To Harbour Pilot for Berthing or Unberthing, 50 cents per foot English measurement.

GENERAL REGULATION II.

II. Pilots—Inadequate Eligible.

The subjects, citizens or proteges of Treaty Powers shall, equally with Natives of China, and without distinction of nationality, be eligible for appointment when vacancies occur, by the Board of Appointment, subject to the General Regulations now issued, and the Bye-Laws to be under them enforced at the several Ports respectively.

GENERAL REGULATION III.

III. Board of Appointment, how to be constructed.

The Board of Appointment shall consist of the Harbour Master as President, the or a) Senior Pilot, and two persons whose names shall be drawn by lot, by the Harbour Master, from a list prepared and published by the Harbour Master in consultation with the Consuls and Chambers of Commerce.

GENERAL REGULATION IV.

Vacancies: how to be filled up.

1.—Whenever there may be a vacancy among the Pilots, it shall be duly notified in the local prints; and eight days afterwards the Board of Appointment shall proceed to fill it up by a competitive examination.

2.—The Board may refuse to admit to the examination any one who, having once been a Licensed Pilot, has had his License withdrawn, and also any candidate who is unable to procure Consular Certificates as to Character, &c.

3.—The examination shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates without distinction of nationality, provided always the competency of the first on the list be not relative but absolute.

4.—The Consul concerned may in person, or by deputy, be present and take part in the examination of candidates.

5.—The majority of the votes of the members of the Board shall decide the admission of candidates for Pilots' Licenses, each member having one vote in the Ballot, but in the absence of the Consul concerned the Harbour Master shall have a casting vote.

GENERAL REGULATION V.

Pilots' Licenses; by whom to be issued.

1.—Pilots' Licenses shall be issued by the Commissioner of Customs in the name and on behalf of the Chinese Government; Licenses issued to Pilots not being natives of China shall subsequently be visèd and registered at the Consulate concerned.

2.—Every Licensed Pilot shall be given a printed copy of the General Regulations and Local Rules and shall produce the same as well as his License when required.

3.—On the first of July each year every Pilot shall pay the sum of Ten Haikwan Taels for the renewal of his License.

GENERAL REGULATION VI.

Apprentice Pilots; how to be taken.

1.—It shall be allowable for each Licensed Pilot to take an apprentice, for whom he shall be responsible; on the application of Pilots, the Harbour Master will supply Apprentices with special certificates.

2.—When the circumstances of the Port appear to demand it, the Harbour Master may authorize apprentices to act temporarily and within certain limits, as Pilots provided they have received certificates of competency from the Board of Appointment.

GENERAL REGULATION VII.

Licensed Pilots; to whom subordinated, Unlicensed Piloting, &c.

1.—Licensed Pilots may carry on their business either singly or in Companies. They must pay due respect to the wishes and instructions of the Harbour Master, under whose order and control they are placed, and who is invested with power to suspend or dismiss, subject to an appeal to the Consul concerned; when the Pilot is a Foreigner, the appeal to be lodged within three days.

2.—If guilty of any misconduct for which Consular punishment has been inflicted, or if proved to have committed any offence against Revenue Laws, the individual concerned may be suspended or dismissed by the Harbour Master, subject to an appeal to his Consul. If a Foreigner, the appeal to be lodged within three days.

3.—Any one piloting without a License, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the Laws of his Country. Any Pilot lending his License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.

4.—Any Commanding Officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of One Hundred Taels by the authorities to whose jurisdiction he is amenable.

GENERAL REGULATION VIII.

Pilot Boats: Regulations to be observed.

1.—Pilot Boats shall be registered with their crews at the Harbour Master's Office, where each boat will be given a certificate and number. The words "Licensed Pilot Boat" shall, with the number, be legibly painted at the stern, and on the head of the Mainsail; and a flag, of which the upper horizontal half shall be yellow, and the lower green, shall be flown. Such registered Pilot Boats shall deposit their national papers with their Consul or the Customs; they shall be at liberty to move freely within the limits of the Port and Pilotage ground, and shall be exempt from Tonnage dues. On the requisition of the Harbour Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employés belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-houses or Light-ships.

2.—Every Licensed Pilot Boat shall pay a fee of Twenty Taels for renewal of License on the first of July each year.

3.—In case of a Pilot going off in an unregistered boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorised to cruise in an unregistered Boat, without special permission from the Harbour Master.

4.—The owner or hirer of any unregistered boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be prosecuted before the authorities to whom he is amenable, or whose flag or national Ensign he has the right to use.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated Apprentice on board.

GENERAL REGULATION IX.

Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited—

A Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port.

A Blue and White Flag (No. 2), if from any Foreign Port.

A Yellow and Blue (No. 10), if the vessel is in ballast.

A Red Swallow Tail (No. 5), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.

Harbour Pilots; Vessels in Harbour; Berthing, &c.

1.—The duties of the Harbour Pilot, where such exists, will be to take charge of vessels at the outer limit of the anchorage, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock, or to and from a wharf or out of the anchorage, and to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the river or harbour.

2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees; and the entrance, working or clearance of vessels taking berths not assigned to them, shall be stopped by the Customs until the Harbour Master's orders are complied with.

3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

4.—The Harbour Pilotage Fees payable to the Harbour Master are as follows:—

Shifting a vessel's berth; taking a vessel to or from a heaving down Hulk; $10, in full.

THE "TREATY PORTS OF CHINA & JAPAN," AND "NOTES AND QUERIES ON CHINA AND JAPAN."

EXTRACTS FROM REVIEWS.

(*From the "Straits Times," July* 27, 1868.)

Some time ago we had occasion to remark upon the progress that Literature as represented by the Press had made and was making in the East, and our attention has again been called to the subject by the receipt of a Hongkong publication which deserves some notice and which we have much pleasure in introducing to the knowledge of our readers. We allude to *Notes and Queries on China and Japan*, published monthly by Mr Saint, the proprietor of the *China Mail* newspaper. This publication is well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It says a good deal for the extent and stability of the footing of Europeans in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success, we commend it to the attention and support of our readers.

(*From the "Friend of India," June* 4, 1868.)

We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most deserving Anglo-Chinese monthly, edited by Mr N. B. Dennys, whose "Treaty Ports of China and Japan" are so well known. From the names attached to the "Notes" we can see that the contributors include some of the best Chinese scholars in the East. Its interest is not confined to China, and it will be of valuable assistance to all scholars, who have directed their attention towards the subject of Buddhism and its literature, and generally to all who are interested in oriental antiquities. It deserves to be better known in India.

(*From the "London Examiner," May* 16, 1868.)

This really useful volume ["Treaty Ports of China and Japan"] is intended as a guide for travellers and residents in China and Japan, and as a book of reference for mercantile men generally. It contains an account, historical and political, of all the open ports of these countries, together with Peking, Yedo, Hongkong, and Macao. It has been carefully compiled and edited by Mr N. B. Denpys; and the elaborate maps and plans, with which the work abounds, considerably enhance its value. * * *

We have thus given in outline some of the more prominent portions of the chapter devoted to Canton, as a specimen of the whole volume. Other chapters treating of Macao, Formosa, Ningpo, Shanghae, and the remainder of the treaty ports, we can only enumerate. The pages describing Peking, the capital, are so interesting, and contain so much that is new to European readers respecting its history, public buildings, and general characteristics, that we would fain transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us an accurate notion of the relative position of its divisions, streets, and places.

In the introductory chapter to the notices of the Treaty Ports of Japan will be found a succinct history of that Empire, together with remarks on its government, geography, and limits, which will be found particularly interesting as throwing a considerable light on a part of the world so long entirely, and still comparatively, unknown to Europeans,

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

C. on Pedder's Wharf.—*WC.*, from Pedder's Wharf to Gibb's Wharf.—*W.*, Westward of Gibb's Wharf.—*EC.*, on Pedder's Wharf to the Military Hospital.—*E.*, Eastward of the Hospital.—*K.*, on Kowloong side.

Vessel's Name and Where Anchored.		Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS					1869.			
Aden	WC	Bockin	Brit. str.	812	October 7	P. & O. S. N. Co		
Arratoon Apcar	WC	Gardner	Brit. str.	968	October 7	Gibb, Livingston & Co	Calcutta, &c.	20th, 2 p.m.
Azof	WC	Johnson	Brit. str.	700	October 13	P. & O. S. N. Co	Swatow, &c.	
Dupleix	WC	Champenais	Fch. str.	860	October 9	Messageries Imperiales	Shanghai	To-day 8a.m.
Emeu	WC	Babot	Brit. str.	1538	October 7	P. & O. S. N. Co	Bombay, &c.	19th, 9 a.m.
Ganges	WC	Dundas	Brit. str.	1190	Sept. 22	P. & O. S. N. Co	East Coast	To-day 11a m
Glenartney	E	Bolton	Brit. str.	1087	October 2	Jardine, Matheson & Co	Calcutta, &c.	20th, 2 p.m.
Japan	W	Freeman	Amer. str.	4000	October 6	P. M. S. S. Co	Y'hama & S.F'co	19th, 3 p.m.
Kalahome	W	Bailey	Siam. str.	176	October 14	Chinese		
Kwang Tung	WC	Pitman	Brit. str.	495	October 13	Douglas Lapraik & Co	Swatow, &c.	
Otago	W	Steuart	N.Ger. str.	617	October 11	Order		
Suwonada	W	Clark	Amer. str.	1802	October 6	Augustine Heard & Co	Shanghai	
Tigre	WC	Boilive	Fch. str.	1700	October 14	Messageries Imperiales		
Titania	W		Tahit. str.	805	January 21	Augustine Heard & Co		
United Service	E	Tough	Brit. str.	650	Sept. 22	Wm. Pustau & Co	Shanghai	
Vine	WC	Mann	Brit. str.	441	October 12	Gilman & Co		
SAILING VESSELS								
Aggie M.	E	Myers	Brit. bk.	782	October 3	Jardine, Matheson & Co		
Alice	WC	Torm	Dan. bg.	243	October 3	John Burd & Co	Saigon	To-day
Annie Richmond	K	Gibb	Brit. bk.	694	Sept. 18	Birley & Co		
Arracan	E	Spencer	Amer. sh.	1037	Sept. 9	Olyphant & Co	Whampoa	To-day
August	W	Halmguist	Siam. bk.	412	Sept. 6	Chinese		
Aunt Lizzie	W	Proctor	Brit. bk.	536	October 7	Borneo Company		
Batavia	W	Hirtzir	N. Ger. bk.	374	Sept. 30	Wm. Pustau & Co		
Benefactress	WC	Eldred	Amer. bk.	524	July 12	Smith, Archer & Co		
Canton	W	Godt	N. Ger. bk.	234	October 8	Siemssen & Co		
Castle	W	Nested	Siam. bk.	374	Sept. 19	Chinese		
Catherina	K	Grain	N. Ger. bk.	382	Sept. 26	E. Schellhass & Co		
Chariot of Fame	E	Murray	Brit. sh.	1639	Sept. 25	Gibb, Livingston & Co	Batavia	
Charles C. Leary	K	Baker	Amer. sh.	645	Sept. 12	Captain		
Clymene	W	Morgan	Brit. sh.	745	Sept. 9	Douglas Lapraik & Co	*Freight or Charter*	
Collinghame	WC	Whyte	Brit. sh.	1072	Sept. 24	Gilman & Co	Singapore	Early
Columbian	W	Croat	Brit. sh.	744	October 5	Order		
Condor	W	Hansen	N. Ger. bk.	379	October 4	Bourjau, Hubener & Co		
Constantia	W	Abano	Span. bg.	184	January 30	Remedios & Co		
Corea	E	Bangs	Amer. bk.	594	Sept. 26	Wm. Pustau & Co		
Countess Russell	WC	Penfold	Brit. sh.	964	Sept. 27	Holliday, Wise & Co		
Crofton	W	Robke	Brit. bk.	670	October 4	Order		
Cruizer	W	Rodemac	Siam. bk.	465	Sept. 26	Chinese		
Cymbeline	E	Faye	Brit. bk.	390	October 6	Gibb, Livingston & Co		
Daylight	E	Pearce	Brit. sh.	629	October 11	Gilman & Co		
Della	W	Ariste	Span. bk.	385	Sept. 2	Remedios & Co		
Dines	WC	Decourt	Fch. bk.	566	October 13	Landstein & Co		
Dom Pedro II	W	Young	Brit. bk.	244	October 4	P. A. Metta		
Dona Maria Pia	K	Souza	Port. sh.	671	Sept. 17	Landstein & Co		
Edward Marquard	W	Hochrenter	Siam. bk.	300	Sept. 26	Chinese		
Eleanor	K	Prehn	Brit. bk.	429	Sept. 4	Douglas Lapraik & Co	Nagasaki	
Elize		Horns	N. Ger. bk.	343		Wm. Pustau & Co		
Emerald	W	Cathro	Brit. bk.	606	October 3	P. & O. Co		
Encarnacion	K	Garduque	Span. bk.	433	August 7	Remedios & Co	Manila	
Eugenio	W	Lenaz	Aust. bk.	567	August 31	Gibb, Livingston & Co	Yokohama	
Eugene d'Adele	K	Neven	Fch. sh.	393	Sept. 17	Landstein & Co		
Evening Star	WC	Harley	Brit. sh.	900	Sept. 26	Hassanbhoy Goolam Hoosain	S'apore & B'bay	
Fanny	E	Borge	Brit. bk.	398	October 10	Jardine, Matheson & Co		
Frederic	W	Nicaise	Belg. sh.	803	January 6	Borneo Company		
Garibaldi	W	Noyes	Amer. bk.	670	August 22	Arnhold, Karberg & Co		
Gateshead	E	Lamb	Brit. bk.	505	October 7	A. G. Hogg & Co		
Glenlara	W	Edward	Brit. sh.	764	Sept. 17	Sourjeebhoy Visram	Bombay	Immediate
Good Hope	E	Moore	Amer. sh.	1177	Sept. 1	Olyphant & Co	New York	
Gravina	W	Batcelo	Span. bg.	240	Sept. 25	Remedios & Co		
Heather Bell	K	Findlay	Brit. bk.	485	October 5	Jardine, Matheson & Co		
Henri IV	W	Nouillot	Fch. sh.	757	Sept. 19	Landstein & Co		
Herman	W	Drether	Brit. bk.	390	October 1	Order		
Hermann Doctor	W	Greve	N. Ger. sh.	589	Sept. 19	Siemssen & Co		
Hermione	K	Plambeck	N. Ger. bk.	275	October 3	Bourjau, Hubener & Co		
Hirondelle	WC	Bell	Brit. bk.	724	Sept. 25	Carlowitz & Co		
Hongkong	K	Cluver	N. Ger. bk.	360	October 6	Wm. Pustau & Co		
Honolulu	W	Heldebrant	N.Ger. sch.	275	October 9	Melchers & Co		
Impero	K	Dudley	Brit. bk.	370	Sept. 26	Captain		
Ino	W	Bannan	N. Ger. bk.	342	October 10	Siemssen & Co		
Isabella Ridley	E	McRea	Brit. bk.	519	Sept. 8	Jardine, Matheson & Co		
Janet Stewart	W	Ellis	Brit. bg.	202	Sept. 23	Chinese		
Jessss	W	Watson	Brit. bk.		Sept. 28	Russell & Co	San Francisco	Early
Kate	K	Warkmeister	N. Ger. bk.	621	Sept. 7	Wm. Pustau & Co		
Kedar	E	Cowie	Brit. bk.	532	October 5	Douglas Lapraik & Co	*Freight or Charter*	
Lady Bowen	W	Woodcock	Brit. sh.	892	October 11	Russell & Co		
Loreley	K	Ingermann	N. Ger. bk.	302	Sept. 25	Bourjau, Hubener & Co		
Maggie Leslie	W	Shoosmith	Brit. bk.	470	Sept. 25	Borneo Company		
Marchioness of Derry	W	Gould	Brit. sh.	766	October 7	Wm. Pustau & Co		
Melissa	W	Wiese	N. Ger. bk.	545	October 1	Bourjau, Hubener & Co		
Minerva	W	Dias	Span. bk.	273	August 17	Remedios & Co		
Mirage	W	Finch	Brit. sh.	718	August 22	Kwok Acheong		
Miste	W	Bertin	Fch. bk.	432	Sept. 23	Chinese	Saigon	To-day
Music	W	Klein	Brit. sch.	444	October 10	Olyphant & Co		
Nile	W	Mason	Brit. bk.	284	October 10	Thomas Howard		
Nuuanu	K	Hager	Hawa. sch.	150	Sept. 9	Melchers & Co		
Ocean	W	Anderson	Brit. bk.	552	October 1	Thomas Howard		
Peruvian	W	Thompson	Amer. sh.	1156	Sept. 2	Augustine Heard & Co		
Petchelee	WC	Owen	Brit. bk.	350	October 9	Gibb, Livingston & Co		
Peter Rohland	K	Roacke	N. Ger. bk.	550	October 9	Chinese		
Petunia	W	Johnson	Brit. bk.	491	October 7	Carlowitz & Co	*Freight or Charter*	
Pilger	W	Ode	N. Ger. sh.	646	Sept. 8	Siemssen & Co	Saigon	
Pilot Fish	WC	Watson	Brit. bk.	310	Sept. 25	Douglas Lapraik & Co	*For sale*	
Prosperity	W	Salje	Siam. sh.	604	June 14	Chinese		
Rapid	W	Carlos	Siam. bk.	429	October 11	Chinese		
River Eden	W	Valder	Brit. bk.	507	October 6	Turner & Co		
Rome	W		Amer. sh.	704	Sept. 27	Augustine Heard & Co	New York	Immediate
Roxburgh Castle	E	Dinsdale	Brit. sh.	1002	Sept. 12	Jardine, Matheson & Co		
Saint Aubin	E	Montier	Fch. sh.	1042	August 31	Frederic Degenaer		
San Fernando	W	Gamecho	Span. bk.	465	October 6	Messageries Imperiales		
San Lorenzo	W	Ledesma	Span. bg.	270	August 30	Remedios & Co		
Sharperton	W	Dunn	Brit. bk.	367	Sept. 27	Order		
Shirley	W	Ferguson	Amer. sh.	1049	Sept. 27	Russell & Co		
Shun Lee	E	Milbank	Brit. sh.	674	October 10	Captain		
Siamese Crown	W	Louis	Siam. sh.	655	Sept. 14	Chinese		
Sirene	E	Claossen	N. Ger. bk.	350	October 13	Bourjau, Hubener & Co		
St. George	W	Peterson	Siam. bk.	319	October 11	Chinese		
St. Helens	W	Wickman	Brit. bk.	449	October 8	Order		
St. Magnus	W	Easterbrook	Brit. bk.	289	October 4	Olyphant & Co		
Strathmore	K	Tomlins	Brit. bk.	450	October 11	Gilman & Co		
Success	W	Nobman	Siam. bk.	393	July 23	Chinese		
Sumatra	E	Mullin	Amer. sh.	1000	July 6	Augustine Heard & Co	San Francisco	
Sultan	WC	Moss	Brit. bk.	520	August 30	Thomas Howard		
Tafarette	WC	Rocher	Fch. bk.	399	October 4	Russell & Co		
Telegraph	W	Boutfal	Siam. bk.	302	Sept. 8	Chinese		
Teresa	E	Bollo	Ital. sh.	1094	July 26	Jardine, Matheson & Co		
The Cedars	E	Stonehouse	Brit. bk.	357	October 10	Captain		
Tollens	K	Muller	Dut. bk.	731	Sept. 25	Bourjau, Hubener & Co		
Uncowah	W	Rosiano	Salv. sh.	898	July 18	Jardine, Matheson & Co		
Walter	W	Wotherspoon	Siam. bk.	314	August 23	Chinese		
Whirlwind	W	Graham	Brit. sh.	868	Sept. 25	Captain		
Wm. Stewart	E	Cook	Brit. bk.	538	Sept. 23	Hassanbhoy Goolam Hoosain	S'pore & B'bay	Early
Woodbine	W	Ware	Brit. bk.	251	October 8	Order		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Cataluna	Escajadillo	Span. str.	737	Sept. 16	Landstein & Co		
China *	Winter	N.Ger. str.	648	October 14	Siemssen & Co	Shanghai	
Colima	Bukrfeind	N. Ger. bk.	225	October 12	Wm. Pustau & Co		
Douglas	Toppin	Brit. str.	615	October 5	Douglas Lapraik & Co		
Dr Petermann	Friedericks	N. Ger. bk.	712	Sept. 3	Olyphant & Co	New York	Immediate
Gauntlet	Sutherland	Brit. sh.	663	Sept. 25	Rozario & Co	London	Immediate
Madura	Steven	N. Ger. bg.	250	October 9	Siemssen & Co		
Manila	Roldan	Span. str.	510	Sept. 25	Landstein & Co		
Mystic Belle	Burnham	Amer. sh.	754	October 14	Russell & Co		
Narvaez	Serra	Span. str.	700	October 10	Spanish Consul		
Ocean Bride	Thelland	Brit. bk.	333	Sept. 3	Chinese		
Oliver Cromwell	Hawood	Brit. sh.	1112	October 11	Augustine Heard & Co	New York	Early
Pak Wah	Shiell	Brit. sh.	795	October 1	Gibb, Livingston & Co	London	Immediate
Phase		Fch. str.	780	August 12	Messageries Imperiales		
Rona*	Hutchison	Brit. str.	784	Sept. 30	Wm. Pustau & Co	Shanghai	

* At Canton.

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
SHANGHAI ...	Rona†	Brit. str.	Wm. Pustau & Co
NAGASAKI ...	Eleanor	Brit. bk.	Douglas Lapraik & Co
YOKOHAMA ...	Eugenio	Aust. bk.	Gibb, Livingston & Co
YOKOHAMA & S. F'CISCO	Japan	Amer. str.	Pacific Mail S. S. Co
OTHER PORTS—			
LONDON ...	Pak Wan*	Brit. sh.	Gibb, Livingston & Co
Do. ...	Gauntlet*	Brit. sh.	Rozario & Co
NEW YORK ...	Dr. Peterman*	N. Ger. bk.	Olyphant & Co
Do. ...	Good Hope	Amer. sh.	Olyphant & Co
Do. ...	O. Cromwell*	Brit. sh.	Augustine Heard & Co
SAN FRANCISCO	Jewess	Brit. bk.	Russell & Co
Do. ...	Sumatra	Amer. sh.	Augustine Heard & Co
SINGAPORE ...	Coldinghame	Brit. sh.	Gilman & Co
SINGAPORE & BOMBAY	Evening Star	Brit. sh.	H. G. Hoosain & Co
Do. Do.	Wm. Steward	Brit. bk.	H. G. Hoosain & Co
BOMBAY, &c. (Mail)	Emeu	Brit. str.	P. & O. S. N. Co
BOMBAY ...	Glenlara	Brit. sh.	Sourjeebhoy Visram
CALCUTTA, &c....	A. Apcar	Brit. str.	Gibb, Livingston & Co
Do. ...	Glenartney	Brit. str.	Jardine, Matheson & Co
SAIGON ...	Pilger	N. Ger. sh.	Siemssen & Co
BATAVIA ...	Q. of Fame	Brit. sh.	Gibb, Livingston & Co
MANILA ...	Encarnation	Span. bk.	Remedios & Co

* At Whampoa. † At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Guns.	H. P.	Commander.
Avon	British	gun boat	467	4	120	G. D. Fitzroy
Bouncer	British	gun boat	230	3	60	Rodney Lloyd, Lieut. Comr.
Flamer	British	Naval hospital	230			Attached to Melville
Iroquois	U. States	steam sloop	1000	6		R. L. Low
Janus	British	gun boat	230		40	In ordinary.
Maumee	U. S.	gun boat	590	5		W. B. Cushing, Lt. Comr.
Meeanee	British	Military h'pital	2591			Hospital ship
Melville	British	Naval hospital				R. Pottinger, Dep. Insp. Gl.
Midge	British	gun boat	464	4		Rising
Princess Charlotte	British	receiving ship	2443	14		Oliver J. Jones, Commodore
Rifleman	British	surveying ship	486	3	100	In ordinary.
Rinaldo	British	steamer	951	7	200	C. B. Robinson
Starling	British	gun boat	234	3	60	C. Crowdy, Lieut. Comr.
Unadilla	U. States	gun boat	500	5		A. R. Yates
Weasel	British	gun boat	235	3	60	In ordinary.

CHINESE GUN-VESSELS IN CANTON WATERS.

An-lan	Chinese	gun vessel	221	7	Godsill (cruizing in Gulf of
Chen-to	Chinese	gun vessel	221	7	Edwards [Tonquin)
Ching-taing	Chinese	gun boat		4	Bessard
Chin-hai	Chinese	gun boat		6	Demée
Fei-loong	Chinese	gun boat		5	Francis
Spy	Chinese	Customs' lorcha		3	Pointer
Sui-taing	Chinese	gun boat	180	5	Stewart (cruizing in Gulf of
Tien-po	Chinese	gun boat		6	de Longueville [Tonquin)

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British			P. & O. S. N. Co
Fame, (110 h.power)	Do.	117	Stephenson	H. & W. Dock Company's Tug
Fire Dart	Do.	380		H., C. and M. Steam-boat C.pany
Kin Shan	Do.	456	Cary	H., C. & M. Steam-boat Co.
Kiu Kiang	Do.	617	Thebaud	H., C. & M. Steam-boat Co.
Lintin	Do.	69		Acheong
Little Orphan	Do.	46	Benning	Union Dock Company's Tug.
Poyang	Do.	379		H., C. and M. Steam-boat C.pany
Prince Albert	Do.	180		Q. Acheong
Sir J. Jeejeebhoy	Do.	101		Q. Acheong
Spark	Amer.	140	Wilson	Thomas Hunt & Co
Spec	Do.		Graves	Thomas Hunt & Co
White Cloud	British	280	Carrol	H., C. and M. Steam-boat C.pany

Chinese Advertisements.

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*** The foregoing work contains the following Maps and Plans, several hitherto unpublished:—Hongkong (Island of), Hongkong (City of Victoria), Canton, Macao, Swatow, Amoy, Foochow, Formosa (Island of), Taiwan and Tamsuy, Takao, Fort Zelandia, Ningpo, Yang-tze-kiang, Shanghai (general map), British settlement Shanghai, Kiukiang, Tientsin to Tung Chow, Tung Chow to Peking; Peking, Takoo forts (Chinese,) Japanese Islands, Nagasaki; Nagasaki, (harbour and neighbourhood,) Yokohama, Yokohama and Kanagawa, Yedo bay, Hakodadi, an engraving of the Coins of Japan, and a chart shewing the Ocean steam route of the world.

December 27, 1867.

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